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Editor's Page

Thank goodness for light bridges!



Steam was at its most glorious on the main line, where Northern, Berkshires, and other big engines thundered fast and heavy over high rail and deep ballast. The forces produced by those giant locomotives demanded substantial structures to carry them over waterways, roads, and other rail lines, so each new generation of power often required a program of bridge-strengthening or -replacement.

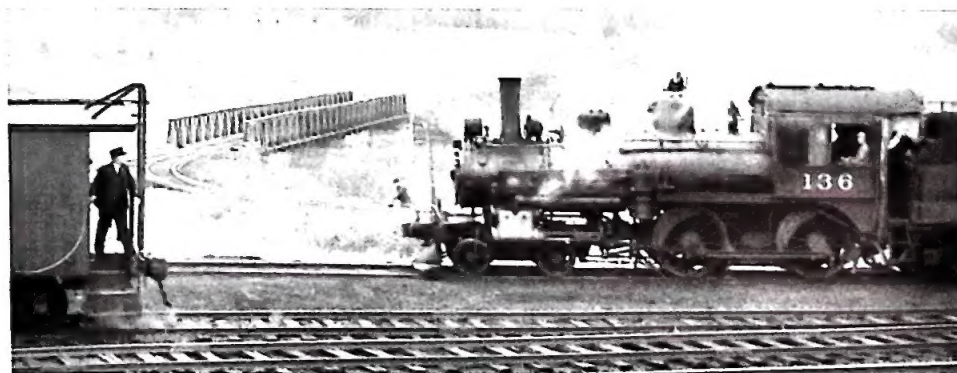
Not all lines hosted hotshots, coal drags, and limiteds, of course, and so had no need to accommodate large locomotives. Moguls and Ten-Wheelers displaced from mainline duties early in the 20th century often enjoyed long, leisurely careers ambling up and down branch lines with modest-sized trains. Obsolescence was a virtue for these engines, which were the perfect tools for lines whose marginal traffic did not warrant upgrading their bridges. Especially as dieselization advanced, such operations enabled train-watchers to savor a style of railroading that had long since vanished elsewhere.

We have two examples of this phenomenon in this issue. On pages 32-35, Jim Shaughnessy recalls the Victorian-era New York Central 4-6-0's that worked a feeble Ontario line after the road's Hudsons and Niagaras had gone cold. Bill Armstrong on pages 58-63 looks at Minneapolis & St. Louis' archetypal Story City Branch in Iowa, where a light bridge obliged the use of elderly six-coupled power.

We'd love to have been with both men as they documented those tall-stacked branchline beauties.

Robert S. McGonigal

Weight-restricted bridges kept old steam power active on M&StL in Iowa, Wabash in western Illinois, NYC in Ontario, and CP in New Brunswick (below), among other places.

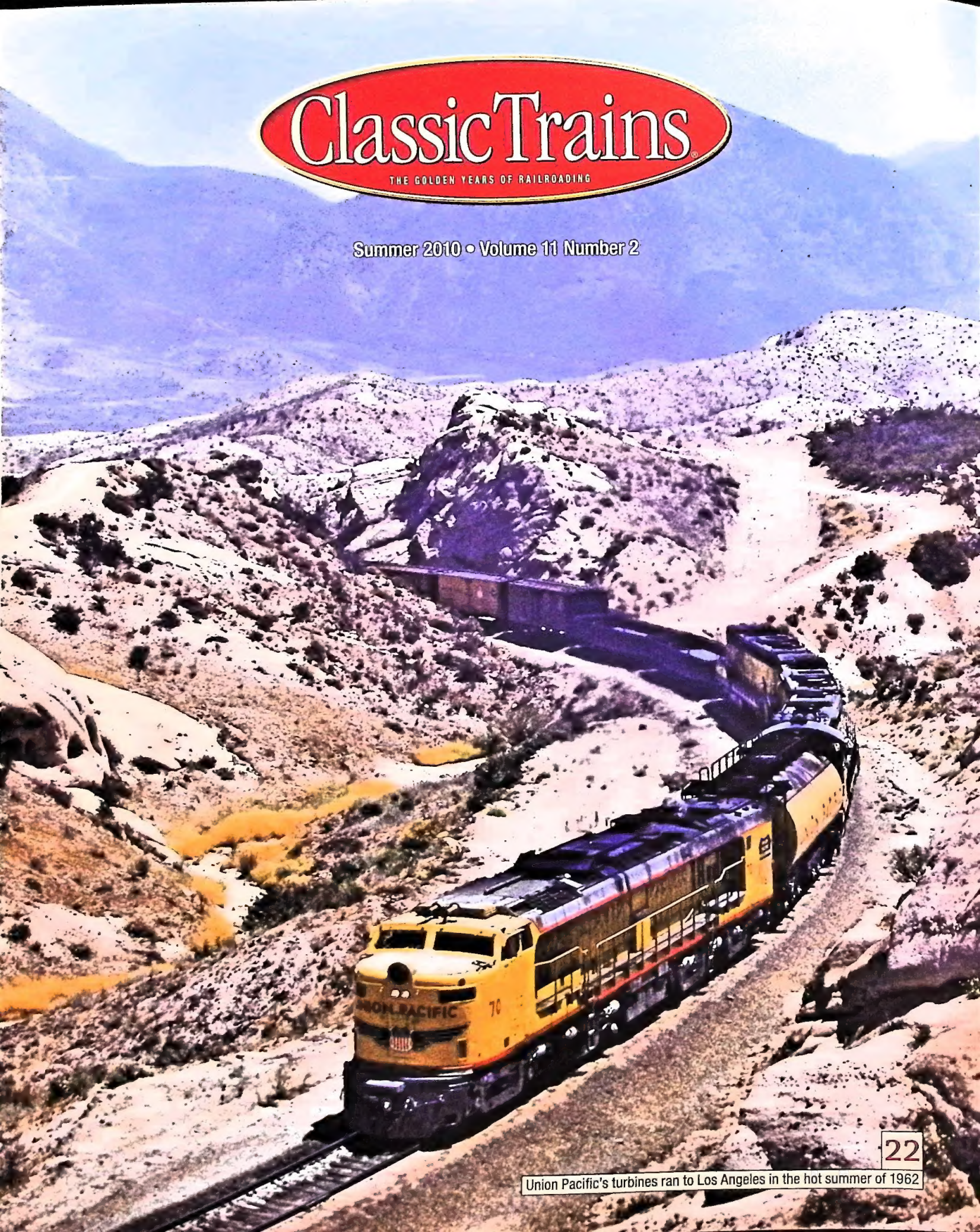


Philip R. Hastings

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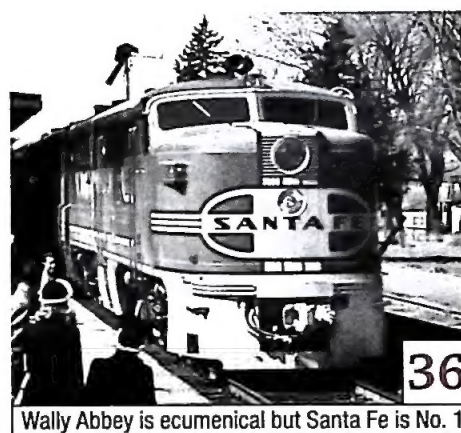
THE GOLDEN YEARS OF RAILROADING

Summer 2010 • Volume 11 Number 2





Finding 56-year-old Ten-Wheelers—in 1956!



Wally Abbey is ecumenical but Santa Fe is No. 1



In CP's '68 makeover, locomotives would be red



An M&StL line stands in for all Iowa branches

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On the cover: Union Pacific 8,500 h.p. turbine 29, with the westbound freight it is meeting safely tucked away in the siding, accelerates away from Apex, Nev., 20 miles east of Las Vegas, in June 1962 (see story on page 22, photos on pages 24–25). *Gordon Glattenberg photo.*

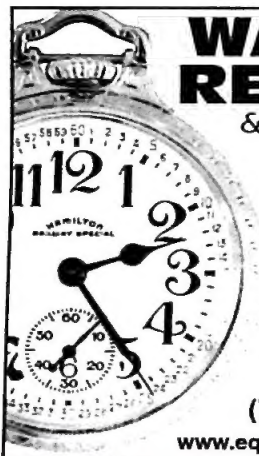
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Contributors

WILLIAM F. ARMSTRONG ["M&StL's Story City Branch," pages 58-63], after graduating from Iowa State College in 1943 with a degree in architectural engineering, worked for the Pennsylvania Railroad in Chicago until being drafted into the Navy. He served in the U.S., Iwo Jima, and the Philippines. In June '46 he hired on with Chicago & North Western as a bridge department draftsman in Chicago. He advanced to architectural engineer, working mainly on small structures. Under Ben Heinemann in the 1950s, Bill started a program of brick suburban depots with flat roofs, patterned after a locker-room building Heinemann saw at the Clinton, Iowa, car shops. Bill served as president of the Bridge & Building Association, retired in 1981, and moved to Bradenton, Fla. Widowed in 1989, he remarried in '92. We're indebted to historian and author **DON L. HOF SOMMER** for reconnecting us with Bill Armstrong, several of whose photos appear in Don's new book, *The Minneapolis & St. Louis Railway, a Photographic History* (University of Minnesota Press, 2009). For more on Bill and his article, see page 86.

LES CLARK ["To Wash, or Not to Wash," pages 28-30] retired in 1991 from GM's Product Service Training Division, for which he was an instructor. He grew up in Glens Falls, Idaho, working as a Union Pacific locomotive fireman during 1953-65 after attending Idaho State College. He and his wife now live near Floresville, Texas. This is Les's sixth CLASSIC TRAINS story on his UP locomotive experiences.

GORDON GLATTENBERG ["Turbines Across the Desert," pages 22-27] is a lifelong southern Californian who's been committing trains to transparency films since 1955, combining photography with travel and hiking. He has a degree in mechanical engineering from Caltech and lives in Santa Clarita. This is Gordon's third byline in CLASSIC TRAINS, following pieces on the San Diego & Arizona Eastern in Fall 2003 and the aftermath of a 1967 blizzard in Arizona on the Santa Fe in Winter 2005.

JOHN GRUBER ["Wally Abbey: Railroader, Journalist, Photographer," pages 36-45] is founder and president of the Center for Railroad Photography & Art. He was editor of *Vintage Rails* for all its 1995-99 publication run. This is his 14th "Great Photographers" article for us.

KEVIN J. HOLLAND ["CP Style," pages 48-57], a freelance writer, editor, and publications designer living near Toronto, has a special interest in railway and airline corporate identity

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design. He is indebted to Gene Grossman for recalling events surrounding the development and introduction of CP's 1968 image makeover. He also extends thanks to Robert C. Kennell and Jo-Anne Colby of Canadian Pacific Corporate Archives for their generous assistance with research and images, to former CN President Dr. Robert A. Banderen for sharing his memories of Ian D. Sinclair and the MacPherson Royal Commission, and to Lorne Perry and James A. Brown for contributing photos. This is Kevin's 11th byline in a CLASSIC TRAINS publication.

J. DAVID INGLES ["From Henry Ford's Lab to a Key Connection," pages 18-21; and "For the 'Big Blow,' Indirect Preservation," page 31], Senior Editor of CLASSIC TRAINS, recalls his first awareness of the DT&I coming on a family trip across Ohio when he was 11. East of Napoleon on U.S. 6 was a country grade crossing, and when he asked his father, "What railroad is that?" his dad replied, "Detroit, Toledo & Ironton." The memory stuck. For information on the "Classics Today" UP turbine piece, Dave thanks Nick Kallas of Illinois Railway Museum, UP historians Jim Ehernberger and Don Strack, and Utah Railroad Museum's Lee Witten.

BOB JANZ ["Working the Stock Yards Transfer," pages 64-71] retired from a career with C&NW and Chicago Transit Authority in 1992. This his second byline with us, following another North Western tale in Spring 2008.

JIM SHAUGHNESSY ["Central's Courtright Branch Throwbacks," pages 32-35], the famed photographer and author from Troy, N.Y., has had 19 articles in CLASSIC TRAINS including this, the 12th installment of "The Shaughnessy Files." More details of his August 1956 steam search odyssey are in the 2008 W. W. Norton & Co. book, *The Call of Trains: Railroad Photographs by Jim Shaughnessy*, with text by Jeff Brouws. Phil Hastings photographed Jim with NYC 0-8-0 7552 during their 1956 visit to St. Thomas to see the old Ten-Wheelers. ■



Phillip R. Hastings



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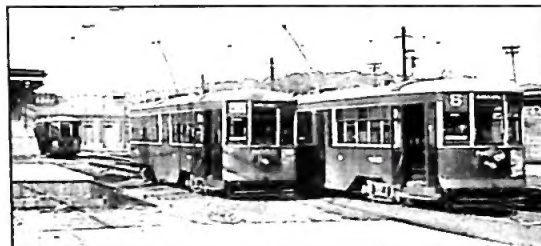


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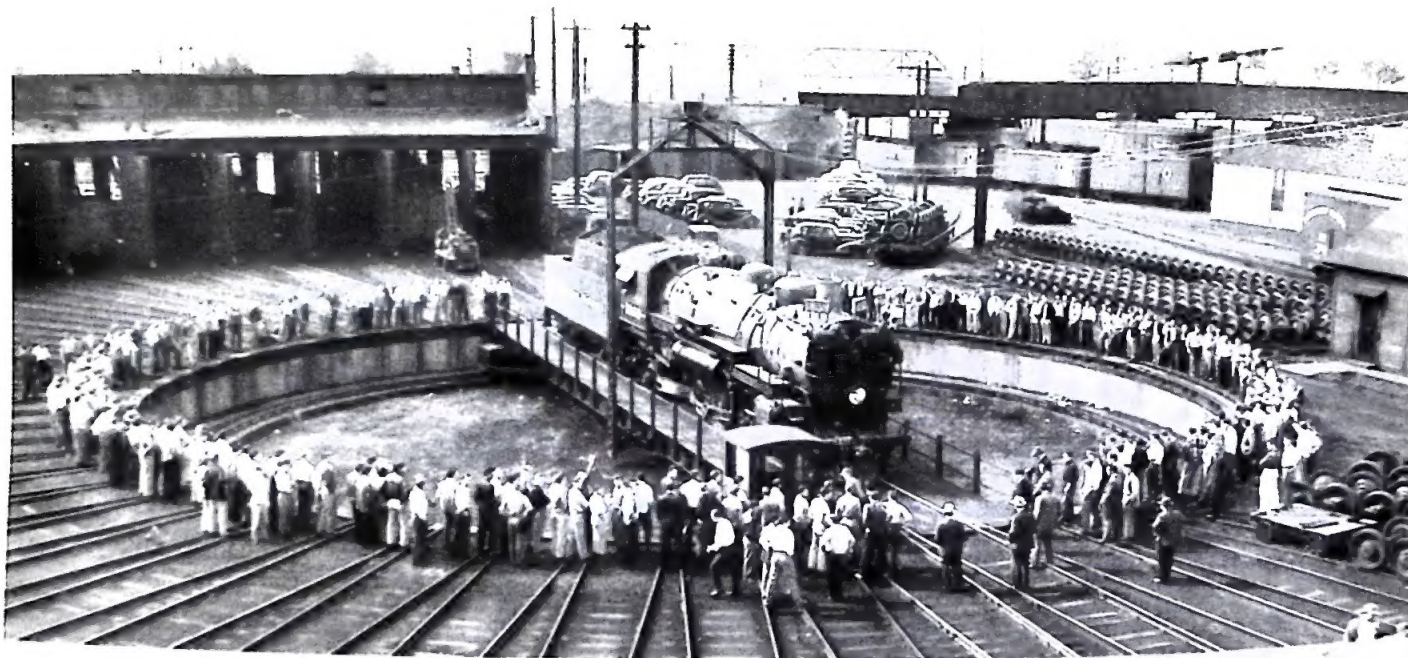
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How many men does it take to turn a 2-8-2?



R. V. Nixon

Answer: Not the 400 guys pictured here! These men ringing the Northern Pacific turntable at Northtown Yard, Minneapolis, in 1948 are not NP employees but students taking a railroad telegraphy course at the Electronic Radio Television Institute. The class is on a field trip to view Twin Cities-area facilities on the NP, which provided a 10-car train for the group. One of the sights at Northtown was the turning of their train's engine, Mikado 1859.

Baby vs. CZ obs

Back in 1961, I was en route to a new Navy assignment in Hawaii with my wife and 8-month-old son aboard the *California Zephyr*. We occupied two double bedrooms in the sleeper-dome-observation car at the end of the train. On the first morning out of Chicago, when I swung out of my berth I found my feet an inch deep in water. The hastily summoned porter was aghast at the flooding. He concluded correctly that a toilet had backed up and overflowed, and wondered why. My wife explained timidly that she had flushed a disposable diaper during the night. "You put *what* in the commode?" he exclaimed, shaking his head in disbelief. The upshot was that we had disabled the entire plumbing system of the observation car for the remainder of the run. The crew shifted us to another set of bedrooms in a different car, and we did our best to avoid the disgruntled porter for the rest of the trip. Other than that, it was a great ride!

—James Ransom



Richard H. Kindig

V&T lives!

The legacy of Nevada's Virginia & Truckee is riding high. Last August, the 13 miles from the edge of Carson City to Gold Hill reopened for tourist trains, linking with the 2-mile Gold Hill–Virginia City portion relaid in the '70s. On May 9, the Nevada State Railroad Museum will unveil its restored V&T McKen car.

Obituaries

David W. Salter

David Salter, 81, known for his rail photos from throughout the South in the 1940s, '50s, and '60s, died January 23 in Lone Tree, Colo. A native of Georgia, Salter received an MBA from Harvard after serving as an officer in the U.S. Navy; in 1975, after a career with Chrysler Corp., he moved to the Denver area, where he owned and operated a small business. His work has been widely published in rail books and magazines. He was profiled in the Spring 2002 installment of *CLASSIC TRAINS*' "Great Photographers" series. Salter's collection of photos, taken by himself and others, will be donated to the Smithsonian.

Edward M. DeRouin

Rail photographer, author, and publisher Ed DeRouin, 63, died March 4 in Aurora, Ill., after a short battle with bone cancer. Ed served with the Army in Vietnam, then had a long career with Commonwealth Edison. A Chicagoan, Ed had a keen interest in all the city's railroads, particularly the Burlington, and generously shared the information he amassed. He wrote four articles, and consulted on many others, for us. Ed also authored five books, four of which (on Chicago Union Station, North Shore Line freight, mail and express traffic, and the PRR in Chicago) he released through his firm, Pixels Publishing.

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Pre-SUV railfan days

Dig these wheels college pals Frank Barry (left in photo) and Andy Wittenborn used for a two-month, coast-to-coast-and-back steam safari in 1961. The car, a 1929 Graham Paige that Andy restored, was an antique even then. At Antonito, Colo., on August 5, the two buddies ran into eastern photographer Bill Price, who snapped their picture with Rio Grande narrow-gauge boxcars in the background.



Bill Price



Herb Sullivan

A 2-8-8-2 that's not what it seems

We did a double take when we first glimpsed this photo of a 2-8-8-2 and tender. What looks like a standard roster shot of a conventional heavy freight engine is in fact a $\frac{3}{4}$ rear view of one locomotive with the tender of another to its left. The engine, of course, is a Southern Pacific cab-forward, class AC-2 No. 4018, to be exact, in helper service at Saugus, Calif. The composition of the photo—and that number plate (albeit blank) on the smokebox front—had us momentarily fooled.

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More on the CP Rail image

See additional photos from the Canadian Pacific corporate archives, plus assorted examples of Multimark-branded items from author Kevin Holland's collection.



Magazine indexes

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50 years since steam

What a feast for the eyes! Your Spring 10-year anniversary issue is the best you've published. As a steam enthusiast, I found every article to be informative and entertaining.

Raymond Gardner, Delavan, Wis.

I am like a 47-year-old little boy when the new issues of CLASSIC TRAINS and TRAINS magazines come out!

David Zulkosky, Prince Albert, Sask.

Plowden the writer

David Plowden's "Last Day of Steam on a CPR Mixed" [pages 22-31] is the best steam article I've ever read. When I finished it, I felt like I had just ridden along, and I was almost in tears. It was so touching and written with feeling.

Dan Heffner, Wickenburg, Ariz.

Plowden managed to convey his excitement about his experiences, and described them so well that I felt I was there with him. He wrote about "whippoorwills calling to each other," which reminded me of my youth on a small farm on Manitoulin Island. I could hear whippoorwills outside my bedroom window at night.

*Keith Hopkin
Scarborough, Ont.*

I'd like to add my applause to the many accolades I expect you'll be receiving for Plowden's piece. I've been reading TRAINS since 1960 and CLASSIC TRAINS for all of its 10 years, and I don't recall any more provocative prose than David's. The late Don Hewitt, creator of CBS's "60 Minutes," was asked why he thought the show was so continually popular. "Simple," he said, "the answer is in four words: Tell people a story." This is just what Plowden did.

John Taibi, Franklin, N.Y.

I already knew Plowden was a master photographer, but I was impressed to find out he is an equally talented writer. This was the best article I have read in any railroad magazine, ever.

Alan McCleaf, Richmond, Va.



Bill Barber

Still active in Cheyenne, C&S 2-8-2 803 is readied for the afternoon yard job on June 12, 1959.

I'm a retired CPR employee, and was pleased to read Plowden's article, but I'd like to make clear that Mikado 5107 did not make its last run on the day [March 29, 1960] he rode mixed 518 eastward. The 5107 was in steam at Megantic on April 8, bringing in 517 from Brownville; the next day she handled the Megantic-Sherbrooke wayfreight west, then that night took freight 913 from Sherbrooke to St. Luc Yard in Montreal. Regarding the other two engines pictured in the article, Pacific 2663 made her last runs on the Megantic-Sherbrooke wayfreight on March 29 and April 1-2. Consolidation 3514 remained at Megantic and was used as a stationary boiler there in early fall 1960 before she was towed dead to Montreal in November.

*George Matheson
Sherbrooke, Que.*

Line's mixed trains across North Dakota when they were steam-powered.

*Reid D. Van Sluys, Editor
SLT&HS "The Soo," Cedarburg, Wis.*

Burlington family facts

Like some of your authors, I too made pilgrimages to places like Roanoke, Va. (for the N&W), Michigan (GTW), and Colorado (D&RGW narrow gauge). Two points need clarification. In Jim Shaughnessy's "Centralia's 'Other' Steam Bastion" [pages 54-57], a page 55 caption states that CB&Q's fleet of O-1A class 2-8-2's included 60 locomotives. In fact, the Q had 148 O-1A's, delivered in five groups during 1917-1923. Besides the 4900's, the other 88 were numbered 5060-5147. CB&Q had 383 Mikados in five classes: O-1 (60, 5000-5059), O-1A, O-2 (100, 5200's), O-3 (60, 5300's), and O-4 (15, 5500's). The latter were heavy USRA type, and some worked on (and a few later were sold to) the Q's Colorado & Southern subsidiary.

On page 91 in Dave Ingles' "And Then There Was One," the sidebar to Jim Ehernberger's article on the trip with C&S 2-10-2 900, it's said that 2-8-0 646 was the last active C&S steam locomotive in Cheyenne, on May 26, 1959. I was in Cheyenne on Friday, June 12, with a group of friends (all of us were passengers on the first Illini Railroad Club excursion from Chicago to the D&RGW narrow gauge, June 6-13), and we photographed C&S 2-8-2 803 being prepared for the afternoon yard job.

Bill Barber, Gravois Mills, Mo.



In more than 50 years of reading TRAINS and CLASSIC TRAINS I can't think of a more enjoyable issue than your Spring 2010 edition. I'd also be hard pressed to recall a better article than Plowden's; he knows how to use the language to express himself so beautifully.

I. E. Quastler, San Diego, Calif.

I read your entire issue in one sitting from cover to cover—absolutely outstanding. The best article was David Plowden's. I sure wish he'd ridden Soo

"Just missing" things

Dave Ingles' reflection about having "just missed something," in his "Glimpses at Garrett" [pages 32-35], was quite apt. I was born in 1950 and grew up in Bay City, Mich., along what I later learned was the Hecla Belt Line, which served as a connection between the New York Central and Detroit & Mackinac. I have dim memories of steam-powered transfers passing my house ca. 1954-55, but was unaware that there was something to miss until it was long gone.

Steve Gorton, Seattle, Wash.

Riding through Roanoke

Being about the same age as Roger Cook and Karl Zimmermann, I read their "Roanoke Remembered" [pages 58-67] with interest, especially when the westbound *Tennessean* came in behind a J 4-8-4. I rode through Roanoke on that train about a year before they did. I, too, was a teen, and had boarded, fare-free, in Washington, D.C., thanks to a dear uncle, a B&O engineer, and savored every minute from Monroe, Va., on the Southern, behind a J over the Blue Ridge, pausing in Roanoke, and on to Wytheville, Va., where I got off.

Ron Hash, Bethania, N.C.

IC 2613: A year off

I believe Parker Lamb is a year off in his "A Day with IC 2613" [pages 36-39], as the engine had the silver striping added to its running-board edges and driver tires, plus the lower edge of the tender, in fall 1959 for L&N's Louisville-Nashville centennial excursion on October 24. I saw the engine in Louisville after the trip, and then in IC service on runs to TVA plants west of Paducah, Ky., in November and December, and 2613 wore the striping to end of service. In photos of 2613 taken in January 1959, my high-school senior year in Paducah, there is no striping on the engine.

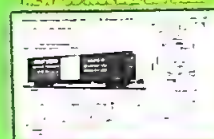
Kentucky Railroad Museum wanted 2613, but IC wanted the \$10,000 scrap value for it, and KRM couldn't raise the money, so 2613 was cut up in Paducah in summer 1962; no 2600-class 4-8-2 was preserved. My dad worked in Paducah Shops from its opening in 1927, and was air brake foreman from 1938 until his early death in 1950. He worked during the building of the 2600's, and I

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California Zephyr capers

DREAM TRAINS 2 is first rate, especially the two articles on the *California Zephyr* ["The Loss of the California Zephyr," by G. R. "Dick" Green, pages 46-51, and "Keeping Up the Quality," by Harold Meeker, pages 52-55]. That these were written by railroaders who dealt with the trains was refreshing.

Fred Harrier, Billings, Mont.

I lived in Lodi, Calif., 1958-92 and rode the Western Pacific a lot. On September 13, 1968, my friend Ernie Von Ibsch called me from Salt Lake to tell me GE 754 was going to be on No. 17 that night. The two accompanying photos are among several I took at the Oroville engine-change. In the far-right image, both W. Graham Claytor, Jr., then Southern Railway president, and his son are visible. I debated approaching Mr. Claytor—I knew who he was from subscribing to the Southern's magazine—but, frankly, I was too chicken.

WP trainmaster Ken Schulties told me that the GE unit possibly lost its power after water got in the engine compartment when the train was washed at Portola, causing ground relay problems. If 754 actually coasted down the canyon, it had its power back before Oroville, because it moved on its own over to the siding.

Jim Lekas, McMinnville, Ore.



Two photos, Jim Lekas

After "coasting" down Feather River Canyon, WP GE 754 will be replaced by the usual F's.

Dome-car doings, and inspiration

My son happened upon your magazine and read with great interest the article about my late father and his grandfather, Cyrus R. Osborn, and

dad would be pleased. Thank you for making our day!

*Ann Osborn Hartzell
Orchard Lake, Mich.*



GM's *Train of Tomorrow* ["Dome Car Differences," pages 68-77]. My dad must be smiling and pleased that people still remember his inspiration and the fulfillment of his dream. I remember riding on the train when it was first introduced to the public, and also climbing up into the cab of an engine under construction at EMD. One of the items on my "bucket

list" is to visit the museum in Colorado where the monument now resides. The story of the train is one of which we are very proud, and we know that my

Dave Ingles' dome-car story, "Why This Budd's For Me" [pages 78-82], mentions the normal coach seats in Amtrak's dome coaches. Eventually, those seats were replaced by "walk-over" seats that could be flipped easily, so passengers did enjoy a better view.

In his "Dome Car Differences," Kevin Holland writes about the dome sleepers for the *North Coast Limited*. Budd tried to sell 18 such sleepers to Canadian Pacific, which would have meant more dome cars on both *The Dominion* and *The Canadian*, but CPR didn't want to make the cash outlay.

Mike Gleason, Mendota, Ill.

I enjoyed the two dome-car stories. The photo below, taken in Duluth,



Marv Nielsen

Amtrak's *Arrowhead* arrives in Duluth Union Depot from the Twin Cities on February 20, 1977, with three Budd domes in its five-car consist.



Southern's W. Graham Claytor Jr. and his son, who both happened to be aboard the CZ, watch the engine change at Oroville.

Minn., as Amtrak 760, the *Arrowhead*, arrived at Union Depot (now a museum), shows borrowed Missabe SD9's as power. Among the three Budd domes in the five-car consist are two coaches (one an ex-CB&Q "pattern dome"), with the ex-Wabash *Blue Bird* dome lounge observation on the rear.

Marv Nielsen, Rice Lake, Wis.

Diners and ankles

In the mid-1950s, one of the Pennsy's twin-unit diners ["Dueling Diners," by Karl Zimmermann, pages 98-105] appeared on several trips of the *South Wind* to Florida. I took my lunch on one in probably 1957 or '58 en route to Chicago to connect with another train for Iowa to visit relatives. They were unique in many respects, but it was especially odd to see the car seemingly bend in the middle on curves. One of these was also used on the *Champion(s)* in the late '60s, and having a pass in the first few years I was with the Southern, prior to Amtrak, I rode that version two or three times; I believe those ACL/SCL cars were former C&O.

I also rode PRR's *Keystone* mentioned on page 94, en route to riding the high-speed tests in New Jersey in the late 1960s, and even L. Stanley Crane was amused as the so-called "ankle length" view from those low-slung cars when we passed through Philadelphia's 30th Street Station.

Jerry Sullivan, Jacksonville, Fla.

got to ride a test trip on 2603 when I was 4. I've loved trains ever since.

Lou Jaquith, Lexington, Ky.

I'm an IC fan, and having been in southern Illinois during 1959-60, I can testify that IC ran no steam there during that winter. Lamb's chase had to be in January '59, but it's easy to miss one year after the passing of a half century. IC mainline steam did run on the Kentucky Division in the winter of 1959-60, but the Centralia-Carbondale-Cairo district got through it with diesels.

Mike Haper, St. Louis, Mo.

Lamb's IC article had special meaning for me. In spring 1960, I would watch 2613 pulling the turn to Chiles, Ky. In recent years, I've been active with the Paducah Railroad Museum, and in 2005, when we were moving to a larger facility, I took a call from a man who asked if we'd be interested in having the headlight assembly off IC 2613. He brought it in, complete with lighted number boards and two classification lights, along with a June 9, 1961, bill of sale from IC for \$20 that states "engine is now in roundhouse to be dismantled." So, not all of 2613 got cut up.

Bob Johnston, Paducah, Ky.

A Union/Missabe artifact

I especially enjoyed Robert C. Anderson's look back at the DM&IR ["Swan Song on the Range," pages 40-45]. His photos of ex-Union 0-10-2 604 and the ex-Bessemer & Lake Erie 2-10-4 on page 44 really jumped out, for we at the Greenville (Pa.) Railroad Park are the proud caretakers today of the 604.

Scott Woods, President Railroad Park, Greenville, Pa.

Snow in Wyoming, and Ontario

My favorite article is Frank Barry's "Snowy Show on Sherman Hill" [pages 74-81]. I can almost feel the snow lashing my face as the engines thunder past in his photos. As to the sense or stupidity of his getting the photos, I think we are all entitled to at least one daring or foolish stunt in our lifetimes, and Frank had his turn.

Regarding James A. Brown's "Three Days in December" [pages 92-95] with Canadian National steam, it always

amazes and pleases me to see so many articles and photos in *CLASSIC TRAINS* about Ontario and especially Stratford, Dundas Hill, and the York Street bridge near my home.

Ken Ockenden, Hamilton, Ont.

Chicago Lawn and the good GTW

Charles Chauncey Wells' "Ride of a Lifetime" [pages 82-85] unleashed a torrent of wonderful memories of Grand Trunk Western steam. As a small boy in Chicago, I would see those wonderful U-4-b's on the westbound train in the morning as I was on my way to school. I had to cross under the GTW tracks just north of the Chicago Lawn station, where the train would stop before completing its trip to Dearborn Station. On warm summer nights, when the breeze was from the south, I'd lie in bed and hear the 4-8-4 chugging and whistling its way far into the summer night.

C. J. Tomlin, retired locomotive engineer, BNSF, Chicago, Ill.

The elusive LS&I

I offer some corrections to Norm Herbert's "Last Gasps on the LS&I" [page 96]. The Marquette & Huron Mountain lasted until 1982 and was a common carrier. Besides hauling tourists, it shipped pulpwood out, using mostly steam; the last car of revenue freight moved in 1975. I was a fireman, hostler, and mechanic's helper during 1975-77. Art Anderson (mentioned in a 2009 *TRAINS* article on LS&I No. 18) and I noticed in boiler records that at least one 2-8-0 was steamed in the winter of 1962-63, though whether it was used in freight service or just in steaming ore wasn't noted. In the 1974 photo, M&HM 23 is bound for Harlow Lake, as M&HM stopped running to Big Bay in 1968. The fireman in the photo was Anderson; I was out at Harlow Lake.

John Mallard, Grawn, Mich.

From the other side

Sorry, I am not impressed with the extra-pages, all-steam Spring 2010 issue. Although I grew up in the steam era, my main interest in trains started in 1954 when I went to work for the railroad. By that time, most steam was gone, and I've been a diesel lover since.

Joseph Oates, Seffner, Fla.

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Fast Mail



Harold Morby; Dale Wilkinson collection

An aerial photo by a TV newsman brings perspective to a 1965 Santa Fe *San Diegan* incident.

More Elwood, please

I get probably around 50 magazines,
including foreign, model-train, and his-
torical, but *CLASSIC TRAINS* is my favor-
ite, and the best. Jack O. Elwood, whose
"Santa Fe Train 76 and 17 Tons of Sand"
appears [pages 104-107] in "The Way It
Was," is a great writer. He must have
hundreds of Santa Fe stories in his
memory; I hope we see more from him.

Bud Bulgrin, Brooklyn Park, Minn.

This was Jack's 10th CT byline.—R.S.M.

After reading Elwood's article, I real-
ized I have an 8x10 print from an origi-
nal negative of the incident. My father-
in-law, Harold Morby, took the picture
from the KTLA "Telecopter," and it was
shown on the Channel 5 news. It was
great to learn more about the incident;
we knew the train hit the gravel truck,
but we didn't know all the details.

Dale Wilkinson, Coarsegold, Calif.

The enthralling C&EI

Kevin Keefe's "corrective piece"
["C&EI Had the Power to Enthrall," as
"Fallen Flags Remembered," pages 16-
20] is most appreciated. He got it right,
including Oakwood shops at Danville
and trim locomotives. Here is what I
recall best of the C&EI: Well-maintained
and carefully signaled rights-of-
way; brilliant blue and vivid orange

locomotive paint schemes that were too
short-lived; wonderful timekeeping of
passenger trains; those special depots
at Danville and Evansville; and an ener-
gized, committed work force.

Joe Swanson, Evanston, Ill.

I was born in 1955 and cut my teeth
on CB&Q and GTW steam trips out of
Chicago, so when you touch on the '60s,
I'm fascinated! Senior Editor Dave In-
gles' work is always enjoyable; I would
bet he and I both rode at least one such
trip. One question: Does anyone know
just where his photo on page 19, of
C&EI GP7's on a transfer, shot from
Monon's *Thoroughbred*, was taken?

Patrick Golden, La Grange Park, Ill.

Spring stumbles

• Pages 76 and 77, UP 3940 is west-
bound, for Cheyenne, not North Platte.

• Page 114, Van Buren, Maine, is on
the border with the Canadian province
of New Brunswick, not Quebec. ■

Got a comment?

If you have a comment or correction,
write us at Fast Mail, *CLASSIC TRAINS*, P.O.
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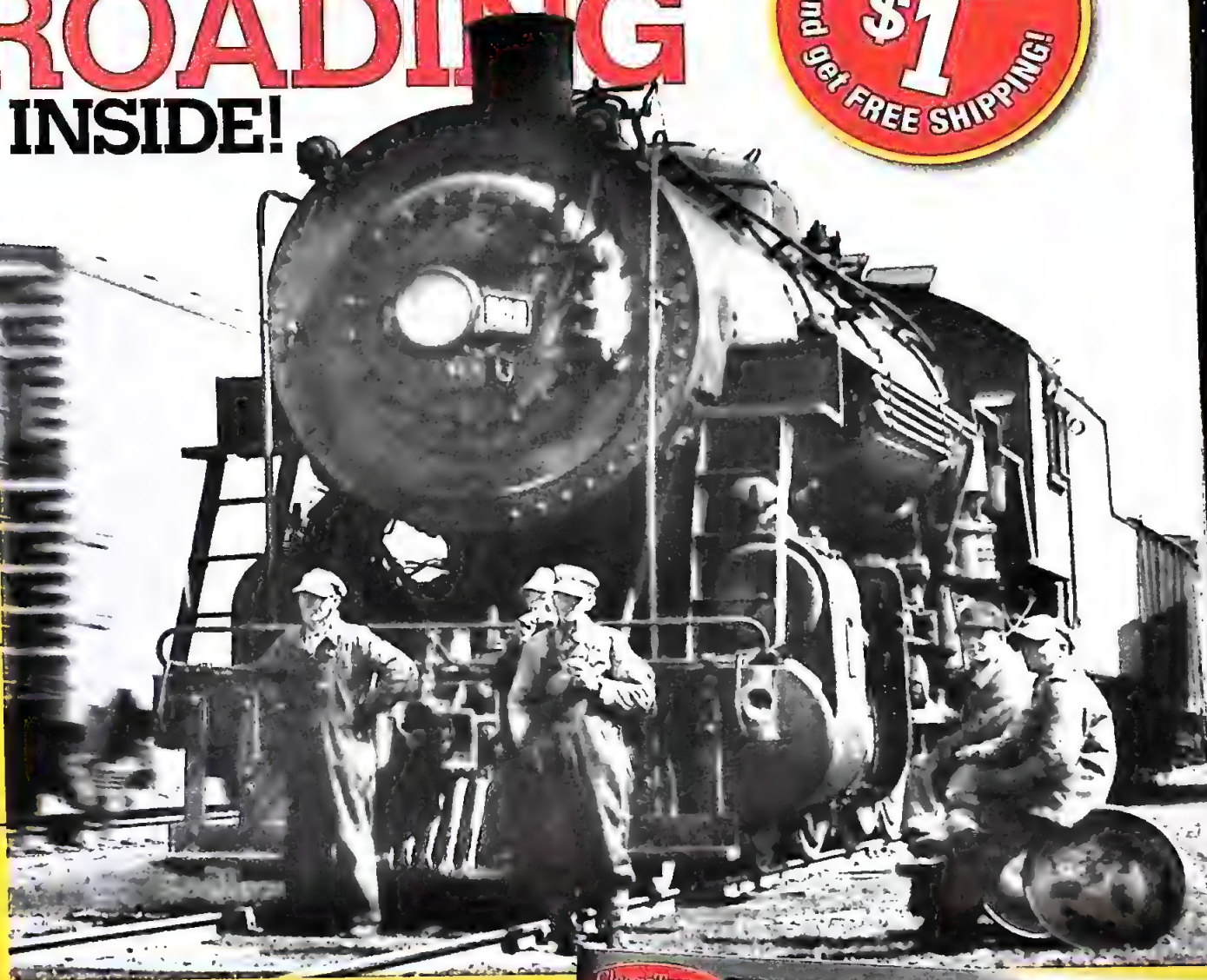
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“ As we came near the top of the big grade, we were rapidly picking up speed. The brakes were not slowing us down.
—NYC fireman

I was in for a miserable night. Not only would I have the usual southbound parade, but also two long northbounds at the mid-point of the territory.
—Rock Island dispatcher

Union Station was a beehive of activity in 1945. I would stand at our second floor balcony and see lines of people everywhere.
—Pullman messenger ”



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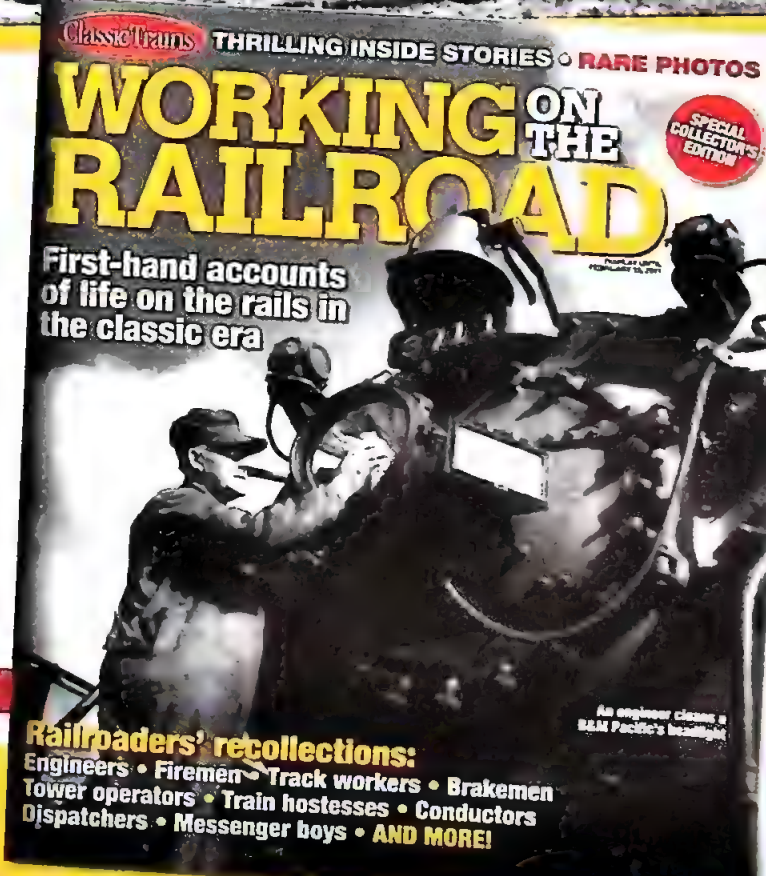
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Winter color in New England

Even after the trees were bare and the "leaf-peepers" had gone home, one could sometimes see color on the railroad in northern New England. Witness this early 1963 scene at White River Junction, Vt., where the main line of Canadian National's Central Vermont met Boston & Maine's Connecticut Valley line. It's about 4 p.m., and a CV GP9 has been replaced by B&M units on train 76, the *Ambassador* from Montreal to New York's Grand Central Terminal, via the New Haven Railroad beyond Springfield, Mass. Behind F3's 4228A&B, decked out in "McGinnis blue," are a CN baggage-RPO and coach, plus a New Haven "American Flyer" coach. By this time, the *Ambassador* and the overnight *Washingtonian/Montrealer* pair were B&M's only non-RDC trains; the *Ambassador* connected here with a Boston-Montreal daytime service via Concord, N.H., and Wells River, Vt., using B&M and Canadian Pacific RDC's.

J. David Ingles collection





Fallen Flags Remembered

From Henry Ford's lab to a key connection

Detroit, Toledo & Ironton was a primary outlet for the Motor City's products



Left, Jim Hediger; above, H. G. Goerke

Spanning the eras: Concrete arches from Ford's 1925 electrification frame a DT&I "Rouge Puller" from Flat Rock, clearing N&W's ex-Wabash main at Oakwood Junction in 1967 and trailing wood caboose 96 with the 1955 emblem. GP7 973 (right) is in the shadow of the Rouge Plant.

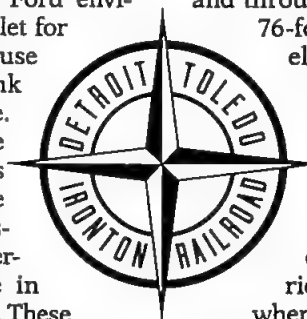
Ask most Midwestern railroad historians about the Detroit, Toledo & Ironton, and they'll likely mention one era: ownership by Henry Ford. Under the progressive auto magnate's stewardship, expansion was proposed, an electrification project undertaken, and the property modernized.

The Ford era, though, lasted only a decade. When he was building his giant River Rouge steel and auto complex in eastern Dearborn, Mich., the dredging of a river channel for Great Lakes boats to access it required a new moveable bridge, but DT&I couldn't afford to build it, so in 1920 Ford bought the railroad! By 1929, he was so fed up with the increasing government regulation that went against his innovative, entrepreneurial spirit that he sold it. The new owner was Pennroad Corp., an arm of the Pennsylvania Railroad empire, but DT&I stayed independent, visually and operationally, for six more decades.

DT&I served the cities in its name, Ironton being a small town on the Ohio River 365 miles from Detroit. The railroad's origin was the May 1905 merger of two bankrupt short lines, Detroit Southern (formerly Detroit & Lima Northern) and Ohio Southern; they formed the Detroit, Toledo & Ironton Railway. To reach Toledo, the new road bought the Ann Arbor Railroad, which cut diagonally across lower Michigan.

Strapped for money, though, DT&I sold the Annie in 1910 and later got its own Toledo branch. AA went under the Wabash banner in 1925 ["Fallen Flags Remembered," Fall 2008], but DT&I would have it again four decades later.

The 1905 DS-OS merger created a single carrier wandering southwest out of Detroit into Ohio, then south through Lima to Springfield and southeast through hilly country to Ironton. DT&I moved raw materials, mainly coal and coke, north to the manufacturing behemoth that became the Motor City, but its trump card was one Ford envisioned—serving as an outlet for automotive products because DT&I crossed every trunk line in the Buckeye State. For example, DT&I and the railroad of Goodyear's Frank Seiberling, 169-mile Akron, Canton & Youngstown, regularly would interchange auto tires, made in Akron, at Columbus Grove. These trunk-line connections, which for Ford traffic enabled DT&I to secure the originating road's cut of the rate division, served it well through World War II and the booming postwar period until deregulation and the 1980s rail merger era combined to halt old routing practices. (DT&I had 34 interchanges in 1905, and in 1950, 55 with 13 Class 1's.)



I became a member of the DT&I family as a teen in 1956 when my father, having been in the rail supply industry for a decade, wanted to get fully vested in his Railroad Retirement from earlier Illinois Central years and was hired as DT&I's Chief Mechanical Engineer. The offices occupied the second floor of a building in downtown Dearborn at Michigan Avenue and Schaefer Road, a mile from the nearest track (the business-car spur at the "rip track" near Schaefer Tower, by the Rouge Plant).

DT&I was a freight carrier through and through, although Ford tried two 76-foot, 66-ton Hall-Scott gas-electric cars on locals. By 1945 DT&I operated only one passenger train, a daily-except-Sunday turn from Jackson, Ohio, north 109 miles to Springfield. And even though I was the son of an official, I would not ride a mile of DT&I until 1983, when the property was owned by

Canadian National's Grand Trunk Western and the Bluewater Michigan NRHS Chapter ran an excursion to Maitland and Dayton, Ohio.

Early DT&I steam included 20 1909-10 Alco 2-8-0's and 15 1918 Russian 2-10-0's. Ford insisted on a sparkling clean and neat property, so DT&I steam locomotives shone, complete with nickel-



Robert A. Hadley

All "spit and polish," with silver paint here and there and nickel-plated cylinder covers and raised emblem and numerals, DT&I 2-8-0 111 leaves the Rouge Plant for Flat Rock in 1939.

plated, raised numerals on their cabs and emblems on the tenders. Ford modernized them in his Fordson Shops at the Rouge Plant; his touches were seen in steel cabs that replaced wooden ones and engineers getting cast aluminum chairs in the cab. Ford tinkered, too—for a while, 2-8-0 79 was converted from coal to oil, and 2-10-0 312 was equipped to burn pulverized coal. His locomotives had nickel-plated pipes, valve gear, and trim. Fordson Shops did the engine work, and Ford modernized the 1906 shop down in Jackson for car repairs.

Post-Ford, Pennroad brought in 18 ex-PRR 2-8-0's, and two each 2-8-2's and 4-4-2's, and all engines again were shopped at Jackson. To support its faster freights hauling auto products south, DT&I in the late 1930s ordered from Lima Locomotive Works six 2-8-4's; they worked well but were almost too big, so DT&I went for a dozen large, modern Lima 2-8-2's during World War II, its last new steam.

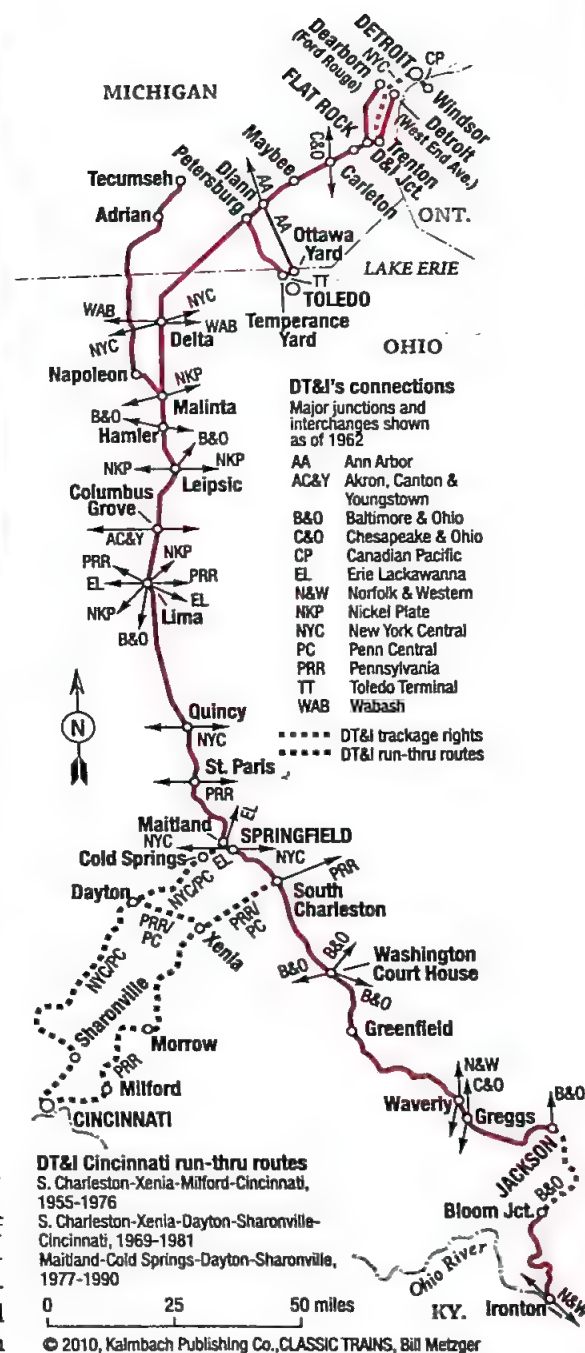
Wires, other improvements

During 1925–29, Ford built the Dearborn Branch from the new (1926) rural Flat Rock Yard north to his Rouge Plant, straightened the mainline route into Ohio, and proposed bypasses around Springfield and the forever troublesome Summit Hill, west of Jackson, in whose 16 miles were 2 percent

grades and 22-degree curves. The tortuous line had been opened in 1878 by the 108-mile, underfunded narrow-gauge Springfield, Jackson & Pomeroy (standard-gauged in 1880). Ford even proposed building onward to a link with the Virginian Railway at Deepwater, W.Va., envisioning an electrified Detroit-Tidewater (Va.) through route!

The bypasses and extension didn't happen, but his electrification project did get as far as building one locomotive, electrifying the Dearborn Branch (34 track-miles, plus yard tracks for a total of 50, with 365 catenary support arches), and installing support posts as far as Carleton, with bases set south to Diann (the Ann Arbor intersection where Ford built an interchange yard). The arches and posts were made of reinforced concrete, also used on bridges and viaducts during Ford's modernization binge. All were built to last—and the arches sure did, as most of them on the Dearborn Branch still stand, too expensive to take down.

The locomotive, designed with Westinghouse and built in Ford's Highland Park plant north of Detroit, was a four-unit, 372-ton machine. It was really two D+D units, Nos. 501A and 501B, which operated separately for most of their short careers. Outshopped in 1925, they ran from 1927 to February 1930, when they turned over in a minor derailment,



DT&I crossed all major east-west trunk lines in Ohio; the map mostly reflects circa 1962.

after which they were parked, never repaired, and scrapped. The units did fine but drew too much electricity from the Rouge's power plant, affecting factory operation.

Ford's other completed construction project was the 55-mile Malinta Cutoff,

TURBINES

across the



Although several railroads experimented with gas-turbine-electric locomotives over the years, both oil- and coal-fired, only the Union Pacific amassed a fleet of "Big Blows," as many railroaders called them. Over most of their lives, these singular locomotives roared away on the main line east of Ogden, Utah, to Wyoming and Nebraska points and ultimately Council Bluffs, Iowa.

However, for four memorable, and hot, months in 1962, they trekked daily across the deserts of Utah, Nevada, and southern California, hauling freights over UP's Salt Lake Route, the old Los Angeles & Salt Lake, from Salt Lake City through Las Vegas, Nev., to Los Angeles.

Union Pacific's first gas-turbine was built by General Electric and Alco, outshopped in November 1948 as a demonstrator numbered 101. It was tried out on the Nickel Plate Road and the Pennsylvania Railroad, and then in June 1949 it was renumbered to 50 and painted for UP, on

Extra 25 West meets Extra 418 East at Moapa, Nev., 45 miles out of Las Vegas, on July 21, 1962. The 8,500-h.p. turbine is not at its best, for the temperature at Moapa this afternoon already is 115 degrees Fahrenheit!

desert

Hot times in summer 1962, when Union Pacific's "Big Blows" ran to Los Angeles

By Gordon Glattenberg • Photos by the author





The sun is setting and the heat of the day of June 27, 1962, is gone as Extra 60 East passes through vineyards at Pedley, Calif., on its way to Riverside and Santa Fe rails over Cajon Pass to Daggett, Calif. This 4,500-h.p. turbine is the last of UP's original 10, which had flat-sided "full" carbodies and whose delivery began in 1952.

whose expansive railroad it operated for 21 months.

The locomotive had a carbody design with a control cab on each end, unusual for an American unit. It was rated at 4,500 horsepower at 80 degrees Fahrenheit and 1,500-foot elevation, but at cooler temperatures it put out as much as 5,500 h.p. While it could outperform contemporary diesels, its main virtue was its ability to burn cheap residual oil, known as "Bunker C" (the same fuel used in oil-burning steam locomotives).

The success of No. 50 led to two orders from UP to GE for 25 similar units. Rated at 4,500 h.p., the units were numbered 51-75 and were delivered beginning in 1952. All had single cabs. The first 10 had full-width carbodies, while the final 15 were similar to road-switchers in having an exterior walkway on each side. Many called these turbines the "veranda" type. Turbines 51-75 were built with on-board fuel tanks but were later given fuel tenders.

UP's final order for turbines was for 30 huge, two-unit locomotives rated at 8,500 h.p. Numbered 1-30, they were delivered during 1958-1961. All were equipped with fuel tenders from the start, as well as m.u. connections so one or more trailing diesels could be controlled from the turbine's cab. Some were upgraded to a whopping 10,000 h.p.

When the Big Blows started running to Los Angeles, they provided a welcome variety in the motive power we train-watchers in the area would see, for at that time nearly every freight diesel on UP's Salt Lake Route was a



Climbing the 1.5 percent grade on Santa Fe track on the east side of Cajon Pass on July 4, 1962, Extra 29 West has crossed above the eastbound track at Frost and, near dusk, meets UP train 104, the *City of Los Angeles*, at speed at Hesperia. Next on 29's agenda: picking up orders on the fly from the Santa Fe operator at Summit.



With a westbound freight safely cleared into the siding, Extra 29 East accelerates out of Apex, 20 miles east of Las Vegas and the crest of the first grade out of town, on June 30, 1962. Behind 8,500-h.p. turbine 29, and ahead of an A-B SD24 duo, are an EMD dynamometer car and the GP30 demonstrator. UP would buy the latter, built as a 2,200 h.p. "GP22" in 1961, and number it 875.



"Veranda"- or "gallery"-style turbine 70, a 4,500-h.p. model, shows off the "road-switcher" type carbody at Colton Tower, Calif., on July 28, 1962, as it prepares to head for San Bernardino and Cajon Pass.

400-series SD24. All three types of turbines were used on the route, but the newer and larger 8,500 h.p. ones were most common, often teamed up with SD24's. Adding to the variety, on more than one occasion I saw turbine 29 with an EMD test car, the GP30 demonstrator, and some SD24's.

Chasing the turbines across the desert was challenging, because 1962 was before the era of air-conditioned autos. I watched Extra 25 West in a meet at Moapa, Nev. [opening pages], with the outdoor temperature already 115 degrees! On another occasion, I chased 29 east out of Las Vegas just after dawn, but as the line finally pulled away from the highway and headed for the Meadow Valley Wash, it was 8:30 a.m. and so hot already that I gave up for the day.

After four months of operation in such high temperatures that did not allow the turbines to perform at their best, UP pulled them back to their original route east of Ogden. Some people also said that UP received complaints from urban L.A.-area residents about the turbines' noise. Regardless, by the late '60s, changes to petroleum refining reduced the supply of residual fuel, and as the fuel price increased, the turbines lost their main advantage over diesels. By the early 1970s, they were all out of service. For us southern California train photographers, though, it was a memorable if brief experience on the Salt Lake Route. **■**

More online

You'll find more about gas turbines on our Web site. See a cutaway drawing of an 8,500-h.p. "Big Blow," plus video clips of Union Pacific turbines in action, at www.ClassicTrainsMag.com



The order board is clear, and the "air conditioning is on"—i.e., the nose door is open—as Extra 65 West passes the Summit station on July 28, 1962, ready to descend Cajon Pass into San Bernardino.

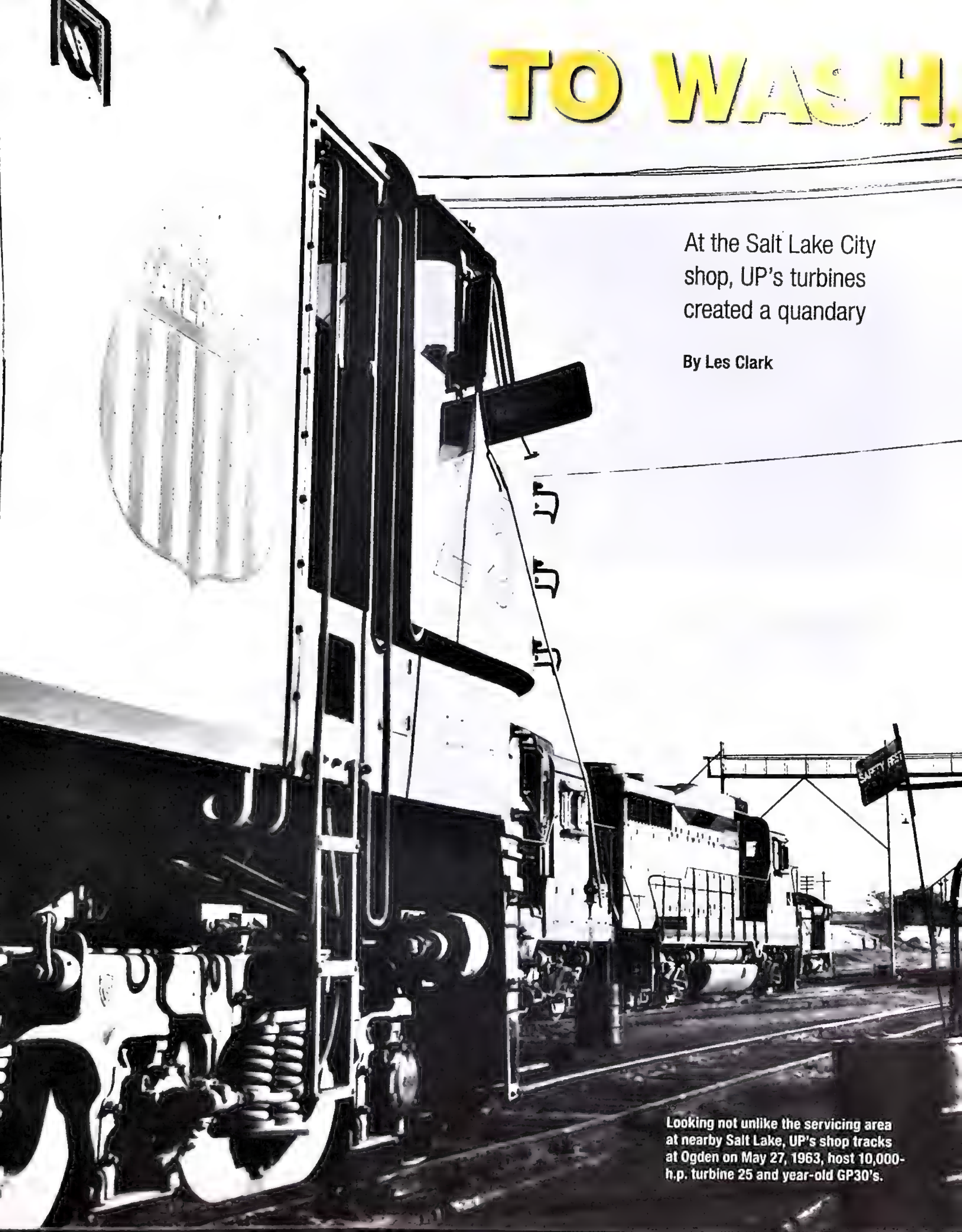


Extra 70 East rounds Sullivan's Curve, less than a mile above Cajon siding en route to the summit. This is the second track, built by the Santa Fe Railway in 1911 to reduce the 3 percent grade from Cajon to Summit. Five years after these photos, Southern Pacific would build its own line over Cajon, the Colton-Palmdale Cutoff, which would parallel the Santa Fe on the outside of the curve here.

TO WASH,

At the Salt Lake City shop, UP's turbines created a quandary

By Les Clark



Looking not unlike the servicing area at nearby Salt Lake, UP's shop tracks at Ogden on May 27, 1963, host 10,000-h.p. turbine 25 and year-old GP30's.

OR NOT TO WASH, that was the question

As discussed by Gordon Glatenberg in the preceding story, Union Pacific operated some of its gas-turbine locomotives on its South Central District between Los Angeles and Salt Lake City for a few months in 1962. At the time, I was a locomotive fireman and spent most of my workdays assigned to an afternoon hostling job at UP's Salt Lake City shop complex.

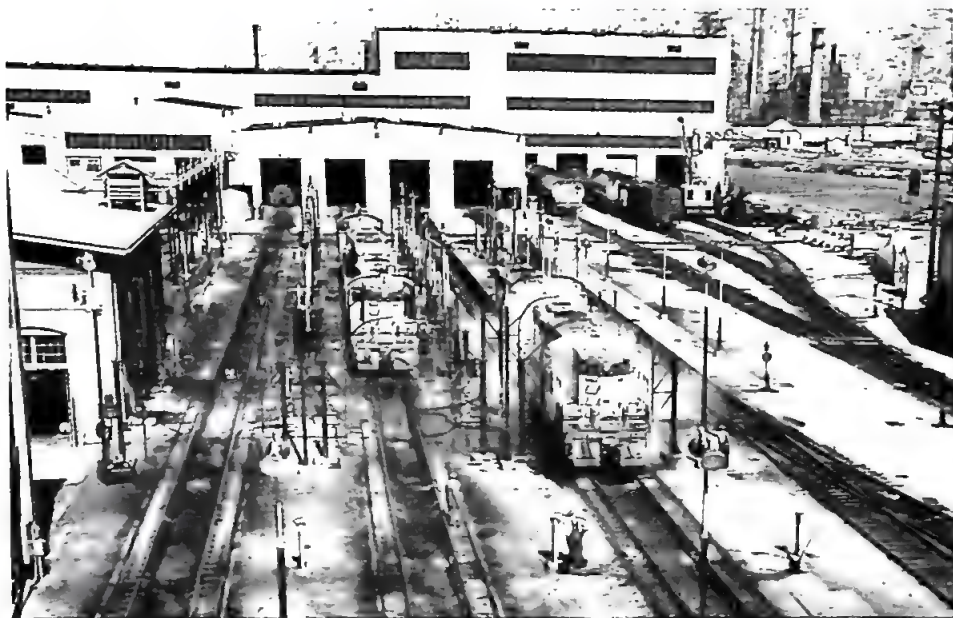
Until then, the turbines had worked mostly on the main line between Ogden, Utah, and Council Bluffs, Iowa, so when a turbine showed up at the Salt Lake shop, it was usually for major repair work. But for those few months in '62, when they became regulars at Salt Lake, things changed.

Except for the fact that they required No. 6 residual fuel oil (the so-called Bunker C), which was available only in a different area of the shop complex, the turbines were cared for at the regular service pits along with their diesel brethren. Bunker C was the same tar-like stuff that oil-burning steam locomotives had used, and the Bunker C stand pipe that had fueled steam engines at the shops still stood, so we fueled the turbines there.

Turning the turbines around also required special handling. The turbines, with their tenders, were too long for the shop turntable, so they were turned at the Grant Tower wye 2 miles south of the shop. This required the escort of a switchman-herder and, for a hostler and his helper, was usually good for at least an hour and a half of minimum labor and patient waiting. This interlude did offer the opportunity to snoop and gain experience with a turbine's operating characteristics, however.

At Salt Lake shop, standard servicing procedure for a hostler and his helper was for us to board the locomotives at the receiving track where the incoming road crews had parked them. As a hostler, I would then spot the locomotives at the sanding columns and slowly feed them through so my helper could add sand as needed. We'd then position the locomotives at the entrance to the run-through wash racks.

These racks had high-pressure chem-



Union Pacific Railroad Museum

At the very wash rack where during summer 1962 turbines were washed, or maybe not, GP9's get the clean-up treatment. Today, Utah's commuter trains are serviced in this vicinity.

ical and rinse-water pipes that arched around the locomotive. First a high-pressure wash solution was sprayed on the units, then a rinse, as we slowly advanced the locomotives through. When the wash and rinse were completed, we would move the units ahead to a spot on the inspection pits, where they would be fueled (the turbines each had a small auxiliary diesel engine, which used normal diesel fuel). All units were given water, cleaned, inspected, and had their air filters changed if necessary. If any running repairs were needed, those were then performed.

At the time, UP management was emphatic that, unless the temperature was below freezing, all units were to be washed. Woe to the supervisor who didn't ensure this rule was practiced. Thus did life on "the pit" become a routine pattern: Units came in, were washed and serviced, and units went out.

Then the turbines arrived.

One summer evening shortly after sunset, one of the 8,500-h.p. turbines arrived from Los Angeles. These were really fascinating and impressive machines. I quickly boarded

this one so as to gain experience with it, not to mention that a break in the normal routine was always welcome. The turbine had been shut down by the incoming crew, making the locomotive much more tolerable to be around. With the turbine running, the loud, jet-like noise was annoying, to say the least.

Typical of gas turbines, they consumed about one-third as much fuel per hour at idle as under full load, making them real gas hogs. For this reason, the turbines were designed so they could remain shut down until just before leaving a terminal, and also upon arrival at the destination terminal, again could be shut down. The auxiliary diesel, a 1,000-h.p. Cooper-Bessemer engine in the front (A) unit of the 8,500-h.p. versions, was capable of moving the locomotive to and from the train and operating the air compressor to supply the necessary air-brake needs.

In practice, this didn't work out well on the earlier 4,500-h.p. units, because their auxiliary, a smaller 275-h.p. Cummins truck engine, lacked adequate power—it simply was too small to perform all the requirements at the same time: hostling, running the compressor,

generating electrical power, and cranking the turbine. Even by itself, the cranking takes a whole lot of power. The 8,500-h.p. units, however, could be hostled to and from the train in a lively fashion. But I digress.

Back to our big turbine and the wash rack. After sanding the units, I positioned them at the entrance to the wash rack. My helper was busily arranging the wash pipes to provide a good bath, but just as we were about to start, the shop superintendent—an excitable person—came running out of the office, waving his arms and shouting for us to stop. He yelled up to me that the turbine had to be running while the unit was being washed. I said, “OK, I’ll start it up,” and did so.

Now, this was not an arduous task on my part, as it involved pushing a button and watching a white light. It was, however, a complex operation involving 21 automatically controlled steps. The auxiliary diesel engine generator powered one of the four turbine main generators. This generator then began to rotate the turbine shaft. When the turbine shaft attained a certain rotational speed, diesel fuel was introduced by spraying it into the turbine burner chambers, where it was electrically ignited.

These igniters were a lot like oversized spark plugs. When the turbine had been running smoothly for a certain period on diesel fuel, the automatic transfer to Bunker C fuel began. Bunker C is of the consistency of tar until it is heated. The heating was supplied by a number of electric heaters placed in the sides of the tender fuel compartment and powered by the auxiliary engine. (On the smaller turbine locomotives, the heat was supplied from a steam generator at the rear of the unit.)

When a complete fuel transfer had been attained and certain automatic tests satisfied, then, and only then, was the turbine ready—as indicated by the white light going out and a needle on the notching guide indicator on the dashboard panel moving into the green zone. This meant that the locomotive was ready for full-load operation. The complete program was automatic and consumed about 11 minutes.

At this point, we were ready to wash the units . . . or so we thought. Just as we were about to turn on the water, out of the office came the shop “super” in a repeat performance. He yelled up at me to say that he’d consulted headquarters in Omaha and had been instructed *not* to wash a unit with the turbine running, and to shut it down first.

I said, “OK,” and pushed the button again. The white light came on, indicating that the automatic, 11-minute shutdown sequence had begun. This was important, for if the turbine was shut down while operating on Bunker C, it would leave such a mess in the burners that to make a restart without internal cleaning was very difficult. That was not a popular event with shop crews!

During the normal shutdown routine, the fuel transfer from Bunker C to diesel was made with the turbine operating long enough to ensure a complete purge of the fuel lines. After this, it was simply a case of waiting for the massive turbine rotor to coast to a stop. When the turbine stopped, the white light went out, indicating that a full shutdown had occurred. We were now ready to wash.

But wait!

Yep, you guessed it! Out of the office came our nervous leader again, to tell me *not* to wash the units *at all* and to instead place them on the service pit. So after an interesting hour of fun, it was now back to shuffling mundane diesel units for the rest of my shift. To my knowledge, none of the turbines received a run-through bath during their brief assignment at Salt Lake.

This was a fascinating time, and I hated to see the turbines transferred elsewhere. They were impressive, and perhaps one of the best train-handlers ever. The shop crews were not so enthusiastic about them, but the operating people liked them. Yes, the turbines were complex and noticeably different in many ways, with exclusive service needs, but this could be said of

almost any new unit when introduced. And yes, the “Big Blows” were unpleasant to be near when the turbine was running. For a person to perform work on a running turbine bordered on severe torture.

Considering that they all were really experimental locomotives, the gas-turbine-electrics turned in a reasonable record of reliability. Over-the-road failures that required rescue were reduced by their being equipped with multiple-unit capabilities, so with diesel units in the consist, if a turbine failed, the diesels could keep the train moving.

I do feel that had Bunker C oil remained at the 3-cents-per-gallon level that had encouraged the turbine program in the first place, today we might be seeing their generational offspring.

Also, we probably would have figured out how, and when, to wash them. **■**



Donald Sims

Eastbound from Ogden, turbine 5 halts at Wasatch for a train inspection and to drop helpers.

FOR THE 'BIG BLOW' indirect preservation

Unlike their big UP brothers, only two turbines survive By J. David Ingles

Scan Union Pacific's Web site under "About us" and "History and photos," then "Historical UP Locomotives," and you'll learn that while UP donated eight 4-8-8-4 Big Boys for preservation, in eight states, and 11 EMD Centennial diesels (also in eight states, plus Mexico), only two gas-turbine locomotives exist, both the 8,500-h.p. type. No. 18 is at Illinois Railway Museum (IRM) in Union, 60 miles west of Chicago, while No. 26 is at the Utah State Railroad Museum at the Ogden Union Depot complex. Both have their "B" unit and a tender, and they anchor "lineups."

However, unlike the Big Boys and DDA40X Centennials, the turbines were not directly donated by UP. In October 1975, the two eventual survivors were in a dead line in the back lot at Intercontinental Engineering's facility in Riverside, Mo., north of Kansas City. All were ready to be cut up, so the firm could salvage parts for other uses. A "News Photo" caption in May 1976 TRAINS stated that UP 18 was "reserved for museum display."

Through various individuals' efforts, the two A-B sets were spared. IRM acquired No. 18 in late 1992 and moved it to Union to conclude a complex saga that involved getting the 18 and a Lima rotary snowplow from a Kansas City museum group, after IRM acquired and had scrapped three other big turbine "A" units (14, 16, 29) plus the 28 A&B.

Turbine 26 reached Ogden from K.C. in July 1987 thanks to contributions by the Dr. Ezekiel R. and Edna Wattis Dumke Foundation of Salt Lake City, UP, and BN. The museum had it repainted, a job that was finished in 1989.

A 12th Centennial, of course, 6936, is still UP property, and operates on company special trains, and a 13th, privately owned, exists in South Dakota. Ogden has 6916, and IRM has 6930, which has been out on the museum's 5-mile running track, but not under its own power. Likely none besides 6936 will run again, and despite hopes being raised occasionally, it's probable none of the extant Big Boys will steam again, either. Moreover, it seems certain that neither extant turbine will run again, so they join the classic Pennsylvania GG1, of which 16 exist, as "stuffed and mounted forever." ■



J. David Ingles

Turbine 26 is westernmost in the Ogden lineup, with SP 7457 (its first SD45, ex-8800), an Olympics car, UP DDA40X 6916, and UP 4-8-4 833.



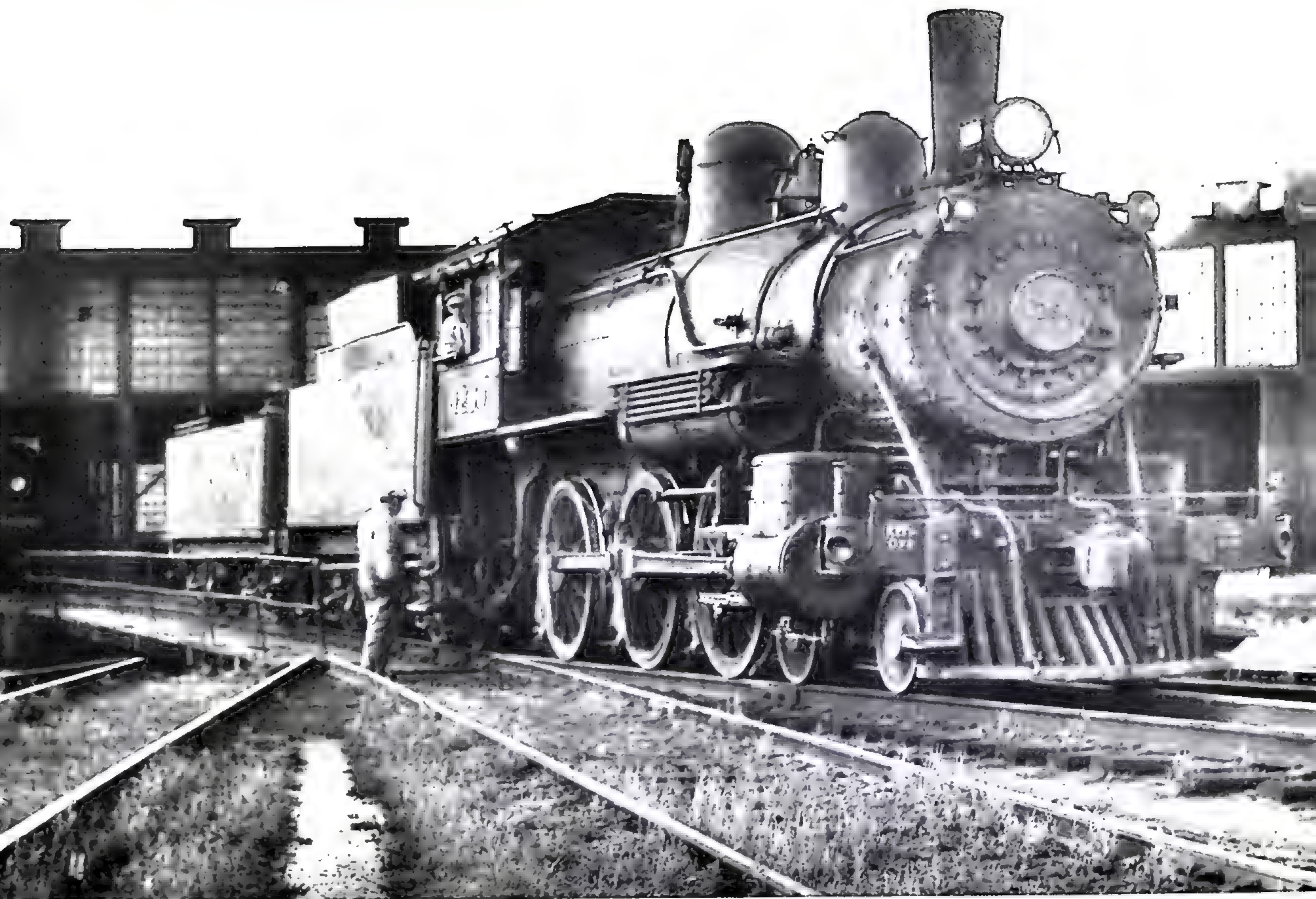
Otto P. Dobnick

At IRM, Turbine 18 is showcased with an Alco "Alligator" (ex-ATSF via LS&I and GB&W), IC suburban steam engine 201, and ATSF FP45 92.

On October 20, 1975, turbines 8, 7, 29, 26, 28, and 18 were at Intercontinental's yard in Riverside, Mo. Eventually, only 26 and 18 were saved.

George R. Cockle

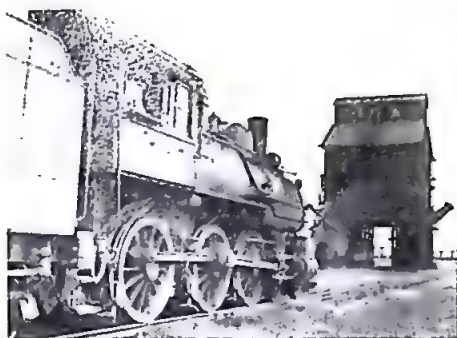




Central's **Courtright** branch throwbacks

On encountering ancient 4-6-0's at St. Thomas, Ontario, in 1956

By Jim Shaughnessy • Photos by the author



Watching the 56-year-old NYC Ten-Wheeler on the turntable and in the servicing area at St. Thomas was like entering a time warp.

As the bones of the New York Central System's mighty Niagaras, Hudsons, Berkshires, and Mohawks were being gobbled up by the steel furnaces of Buffalo and Pittsburgh in the mid-1950s, two unlikely and ancient steam survivors soldiered on in obscurity in southwestern Ontario. They were Ten-Wheelers 1290 and 1291, built at the turn of the century (July and November 1900, respectively) in Canada Southern's shop at St. Thomas, the division point and old headquarters town where, in 1956, they were still based.

The oldest steam power on the entire NYC system, the class F-82 4-6-0's were assigned, one at a time, to the Court-right branch, formally the St. Clair Sub-division. Its rails wandered more or less due west for 62 miles from St. Clair Junction, 4.3 miles out of St. Thomas, to Courtright, Ont., a town opposite St. Clair, Mich., on the banks of the river of the same name that is a portion of the Great Lakes shipping lane. (The St. Clair River flows from Lake Huron to Lake St. Clair, which feeds the Detroit River, which flows into Lake Erie.)

Branchline customers in '56 included several feed dealers and some oil-producing establishments near Oil City and Oil Springs. The line's light rail and weight-restrictive bridges kept the old 4-6-0's at work, offering an interesting parallel to at least two other large roads, which in the 1950s also were compelled, for the same reason, to keep ancient steam engines active after their heavier and more modern siblings had met their demise. Recall the Wabash 2-6-0's at Bluffs, Ill., and the Canadian Pacific 4-4-0's in Chipman, New Brunswick, machines that lasted, respectively, on runs to Meredosia, Ill., and beyond until 1955 and to Norton, N.B., into 1960.

Canada Southern (reporting marks



Before the 1290 appeared, we climbed onto cold sister 1291, and soon 40-year-old Class G-46 2-8-0 1199, one of more than three dozen active NYC steamers in Canada, presented itself.

CASO), which dated from 1869, in 1904 was leased to the Michigan Central for 99 years and subleased in 1929 to MC parent New York Central. The Court-right branch, built in 1871, thus spent the last three decades as an integral part of the New York Central System.

As steam waned in the '50s, NYC operated most of its last locomotives on its Big Four lines in Ohio, Indiana, and Illinois. With Canadian fans concentrating on their two transcontinental systems and American fans looking to the likes of Norfolk & Western, B&O, and Nickel Plate, NYC's pockets of steam in southern Ontario stayed under the radar. (NYC in 1955 still listed 44 steam engines active in Canada, including at Niagara Falls and Fort Erie—see Winter 2008 CLASSIC TRAINS.)

What took me to St. Thomas? Itinerant steam-hunters David P. Morgan, editor of TRAINS, and his photographer companion Philip R. Hastings zeroed in on the Courtright Ten-Wheelers in summer 1955 ("Steam in Indian Summer," November 1956 TRAINS). A year later, it was my turn, with Hastings as my guide. On Friday, August 17, 1956, I drove the 200 miles from my home in Troy, N.Y., west to Hastings', in Canandaigua (where he was on staff at the local V.A. hospital), from where he, I, and photographer John Krause set out early on Saturday morning in Phil's blue 1949 Pontiac.

After stops at Burlington and Bayview, Ont., for photos of Canadian National steam, we moved on. In a couple of hours, we were at NYC's roundhouse



Keeping company briefly with 1290 was GP7 5818, the first of 10 NYC acquired from C&O. A "Queen's Geep," built in 1953 at London, Ont., it was—unlike NYC's own GP's—set up for short-hood-front operation.



Our last shot of the Courtright Branch train was this one on the viaduct as it left St. Thomas, still on the Canada Southern/MC main line. The RPO-baggage car was for the occasional express shipment.

in St. Thomas. There, it was like entering a time warp to see old locomotives still in steam. Hardly anything had changed on the two 4-6-0's in their 56-year lifetime—no stoker or power reverse, just hand-fired, 73-ton machines with slide valves, 64-inch driving wheels, and 50½-inch-tall smokestacks. Interestingly, they each carried an auxiliary water tender, not a common sight on locomotives built in 1900!

We were clambering around, and on, the cold 1291 on a turntable track when 1290 appeared, got turned, and headed back into the yard to couple to its train for Courtright. We packed up, gassed

the car, and caught up with the little train, following it west to Courtright Junction, seven boxcars and an old baggage-RPO (to honor the express contract) ahead of the caboose.

We did not take the time to chase the train on the branch. Phil had heard that the Detroit, Toledo & Ironton might be running steam in the Detroit area, and since he and Morgan had been skunked on live DT&I steam the year before, we headed on west, tying up for the night in Chatham, Ont. On Sunday, we went on to Flat Rock, Mich., but again Phil found no live DT&I steam. He had to be back at work on Monday, so we circled

around Lake Erie and returned to Canandaigua. When I got home, I'd traveled 814 miles on a 36-hour circuit.

Although we did not spend much time with NYC's ancient Ten-Wheelers, Hastings said it best, that we "were fortunate beyond our comprehension" to have seen them. The 4-6-0's are believed to have run into spring 1957, and the Courtright branch lasted until 1960. The Canada Southern eventually passed into the Penn Central and Conrail camps, but, unwanted by Conrail, CASO was finally acquired by the two big Canadian systems in 1985 and was gradually segmented or abandoned. **1**



After an F7-powered freight went by, our first action shots of 1290 were at a grade crossing outside town. This evocative going-away shot (right) is among my favorite railroad photos.



WALLY ABBEY



Railroader, journalist, photographer

This Chicago native knows the importance of pictures in telling the story of railroads

By John Gruber • Photos by Wallace W. Abbey



C&NW Pacific 590 bangs across the Milwaukee Road diamonds at Mayfair Tower with an afternoon suburban train in 1952. Abbey held summer jobs at this and other C&NW Chicago-area towers in the late 1940s.

Watching Frisco and Santa Fe trains at Cherryvale, Kans., while visiting his grandparents as a teenager during World War II, with camera in hand when he could find film, infected Wallace W. "Wally" Abbey with a lifelong desire to photograph railroads. His favorite subject was the Santa Fe, followed closely by the Chicago & North Western. A multi-talented person, he also is known for originating the Soo Line's red-and-light-gray color scheme of 1962.

Abbey kept his camera with him as a journalism student at the University of Kansas, associate editor at *TRAINS* magazine, and through a succession of progressively more responsible jobs in the railroad industry, resulting in the award for lifetime achievement in photography from the Railway & Locomotive Historical Society in 2003. He

is no longer an active photographer, but his large body of creative work remains for all to admire.

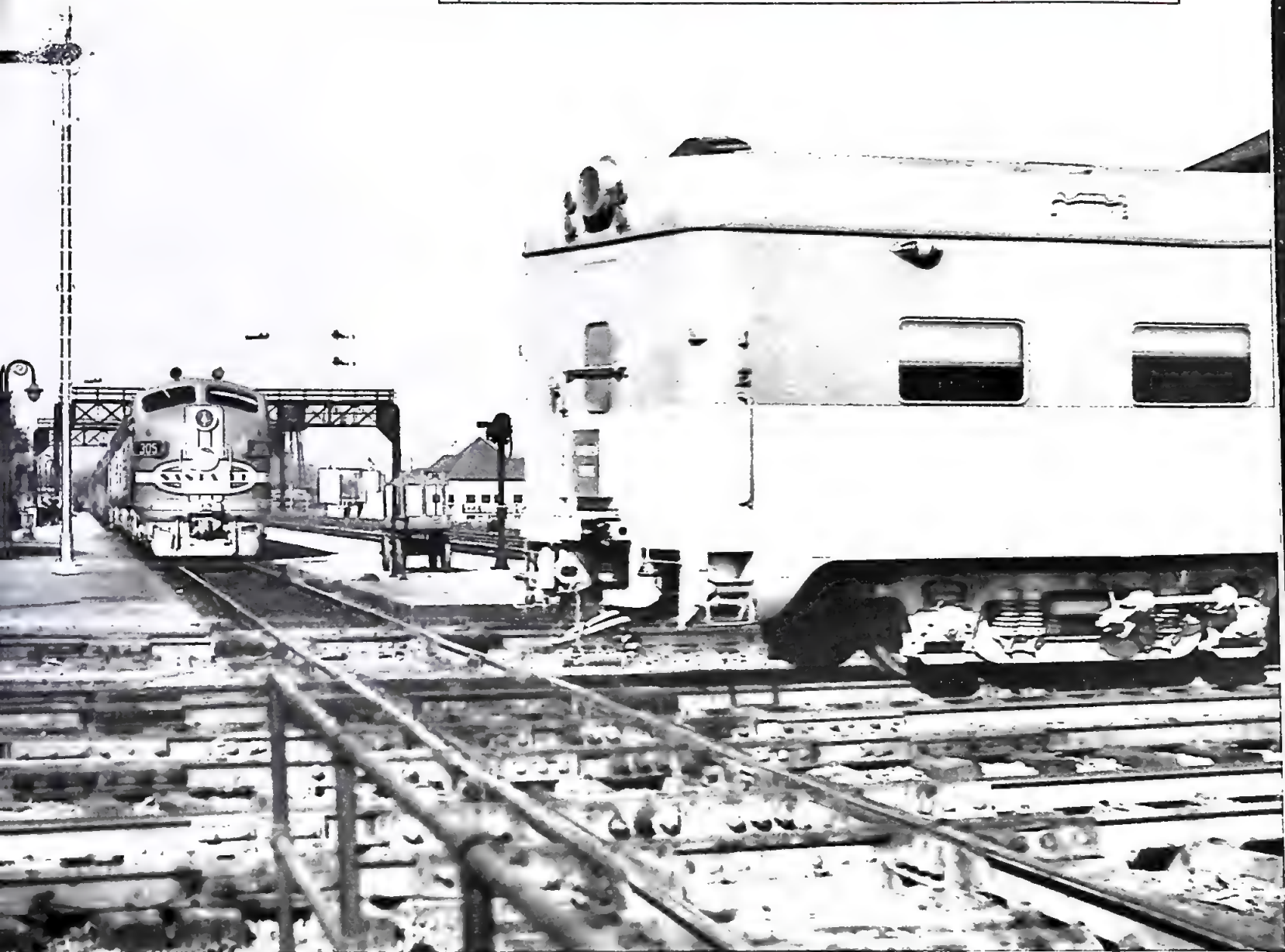
Abbey grew up in Evanston, Ill., in a journalistic household, influenced by his father's 43-year career at the *Chicago Tribune*, including a few years as photo editor. Wally's artistic talent came from his mother, who painted in watercolors, experimented with design, and owned a camera. He made his first railroad photo, of C&NW's *Peninsula 400*, in 1940 when he was 13 years old.

Abbey knew how to run and stop locomotives before he could drive a car. "I hung around the yard office, so they let me be on the engines." Eight C&NW suburban engines spent the night in Weber Yard at South Evanston. "They trusted me" to move them around the yard, he says.

Lifelong friendships developed while he attended Evanston Township High School, and four



Great Photographers



rail-photo friends graduated in the class of 1945: Abbey, Charles "Chic" Kerrigan, Tom Harley, and David Wallace. A fifth, Vint Harkness, transferred to Evanston. Wallace finished at a prep school in the East. "We loved to listen to Wally play the guitar," Harley recalls. "At one time, he was thinking of music professionally, but with one job for every thousand people, he was better off doing what he did."

The young rail photographers got acquainted as sophomores. Beginning in 1942, they began making modest trips around Chicago together. "We'd bang around, going to engine terminals, main train depots, also the yards," Kerrigan says. "We never got bothered by guards or policemen, so we must have looked pretty honest." These early jaunts were by public transportation, but after gas rationing was over, the boys sometimes



At Joliet Union Station in 1951, Santa Fe's westbound *Grand Canyon* waits as Rock Island's *Golden State* clears the diamonds on its way into Chicago.

A view through an arched passageway at Santa Fe's Albuquerque depot finds a passenger walking beside a streamliner.



Burlington E8's back GN's "Mid-Century" *Empire Builder* into Chicago Union Station on June 3, 1951, first day of service for the train's new set of cars. Meanwhile, CB&Q Baldwin 9379 makes up the new *Western Star*, composed of the *Builder's* 1947 cars.

Grand Trunk Western U-4-b Northern 6409 storms out of Chicago's Dearborn Station with the *Maple Leaf* for Toronto.



had use of one of their families' cars to expand their range. For Abbey, a favorite spot was Willow Springs, west of Chicago, where they could see Santa Fe trains running fast.

The friends made lots of photo junkets together, including a weekend in Chillicothe, Ill., on the Santa Fe main line "Yes, it was a good time," recalls Harley. "We got our best photos in the last days of steam and the early generation of diesels. We always saved one shot in the camera in case a steam locomotive came along. After that, things become rather routine, and there was not as much to photograph." They often got along without a car in Chicago and northern Indiana, traveling on public transportation, and walking the final distance to a railroad location.

Summer jobs on Santa Fe, C&NW

When it was time in 1944 for summer jobs, Abbey went to work in Meyerson's drug store in Evanston, but lasted only a week. Then he was accepted at the Santa Fe diesel shop in Chicago as a repairman's helper. "It was a grubby, dirty, hot job, but I learned a lot about diesel locomotives," Abbey remembers. "I was good at taking an EMD engine apart." Later, he became a tower operator on the North Western.

The work at the towers on college vacations produced lasting impressions. "You were on duty two days on the first trick, two days second trick,



Dearborn Station gatemen are at their posts for the morning departure of C&EI's all-stops local to Evansville, Ill., in the early '50s.

Passengers off New York Central's *New England States* find that their train from Boston extends beyond the platform at Chicago's La Salle Street Station. A Red Cap comes out to help with luggage in this 1952 scene.



Abbey's story in May 1953 *TRAINS* about Cincinnati Union Terminal included this evocative view of the great rotunda from the concourse.

In February '53, the *Katy Komet* redball freight holds the main to meet the Fort Worth section of MKT's *Texas Special*, heading in at Keller, Texas, on T&P trackage rights.



two days third trick. Days off were not known; that was not a lot of fun. On every job, you had a card, usually hand-written. You would move a paper clip down one notch at a time as trains passed."

It was at this time that Abbey began to combine railroading, photography, and journalism. His first *TRAINS* article was in the June 1949 issue. It showed C&NW passenger trains speeding through Evanston, photographed while he was a tower operator. Even at that early date, his work attracted the editors' attention, and Linn H. Westcott and William A. Akin Jr. devoted another two pages of the same issue to "A Student Covers Chillicothe, Ill."

Abbey's operator jobs, especially at Mayfair Tower in Chicago, provided experiences for first-person contemporary articles and 40-year retrospectives. "The Last Outpost" (December 1952) told about a New Year's night when Chicago was



Raindrops glisten on the stainless-steel flanks of PRR's new *Congressional* and *Senator* cars as they curve into 30th Street Station, Philadelphia, during a March '52 press trip.

This shot of Santa Fe PA's on the *Chicagoan* at Lawrence, Kans., graced the cover of November 1951 *TRAINS*. Abbey got on this train here many times en route home from the University of Kansas.



The engineer of a big Santa Fe 2-10-4 looks down from his lofty perch at Clovis, N.Mex. Abbey made this photo while researching his "Super Railroad" article for January 1954 *TRAINS*.

crippled by the worst sleet storm in years. In "Eddie Sand and the Case of the Mayfair Cross-over" (July 1996), Abbey exclaims, "You kept the trains moving and the division honest. The copper threads that tied you to the rest of the railroad put you more at the center of the action than did the throttle of any locomotive." In addition to Mayfair, Abbey worked at Graylawn, Wilmette, and Davis Street and Main Street in Evanston.

Kerrigan and Wallace also worked in towers during vacations. "We had a lot of fun doing that. We were amazed that they trusted us, especially during rush hours," according to Kerrigan.

Abbey's time at *TRAINS* proved to be his most prolific photographic period. "It was understood that photography was part of the job," he recalls.

"While not a direct assignment, there was lots of it, and it was better if we had pictures with people." The magazine's index credits him with 63 articles, 15 of which were part of the 1950s series "Notable Feats of Railroad Engineering."

How did he get the job? "I wrote them, suggested a story. A reply from Al Kalmbach offered me a job." So in July 1950, Abbey went to work for Linn Westcott, then editorial director. Abbey's name appeared on the masthead from September 1950 through March 1954. *TRAINS* was very small in those days; Kalmbach's primary magazine was (as it is now) *MODEL RAILROADER*. "It was a close-knit company. I was the first from the outside." He and wife Martha initially lived in a one-bedroom apartment on Prospect Avenue in Milwau-



kee. Wally rode a bus to work. "It got cold," he recalls, "but I didn't have a car." The Abbeyes moved north to Cedarburg, where they were neighbors with Hugh Stevens, another Kalmbach employee.

Abbey was impressed with the courtesy the Santa Fe showed to him, a visiting writer. He traveled with Bill Burk (Santa Fe's long-time public relations manager) to Los Angeles in 1953, including a stint on No. 39, the *Oklahoma-Texas Fast Freight*, from Kansas City to Arkansas City, Kans., for a major story. They took the *Super Chief* back home, from L.A., and the Santa Fe kept the fish he had picked up in California fresh in the refrigerator of the dining car for him. The story, "Super Railroad," with 18 pages about the Santa Fe, appeared in *TRAINS* in January 1954, profusely illustrated with Abbey's photos.

A long, varied rail career

After *TRAINS*, Abbey's career required his writing and public-relations abilities more than his photographic talents. Still, he almost always carried a camera with him. Much of what he shot for the Association of Western Railways (1954-56), at *Railway Age* (1956-59), at the Soo Line (1959-70), as an independent consultant (1970-75), at the



Men at NYC's Beech Grove (Ind.) Shops struggle with an old freight-car axle, which they are forging into a new component, perhaps an equalizer for a freight-car truck.

Two employees enjoy a quiet moment outside a yard building in Cincinnati as C&O E8's move to the engine terminal.

Milwaukee Road (1975-80), at Trailer Train (1980-82), and at the Transportation Test Center in Pueblo, Colo. (1982-91), was corporate stuff that's never been published, or ran credited only to his employer. As a railroad public-relations officer, Abbey always wanted to have a staff pho-



This is the view Abbey had from the rear platform of the caboose of an east-bound New Haven train as it crossed the Poughkeepsie (N.Y.) Bridge. His title for an article on the 4,028-foot-long, 212-foot-high span was "I Flew Across the Hudson on a Freight Train!"

WALLY ABBEY'S WRY WIT

Wally Abbey is known for his wry sense of humor. Here's part of what he wrote when asked to supply biographical information for the announcement of his Railway & Locomotive Historical Society photography award in 2003: "Ask Wally about his cameras and he'll neglect to mention the early box and primitive 35-millimeter types. Believing as he does that the photographer makes the picture, not the camera, he's likely to recall his favorite tools as the Automatic Genuflex and the Iambic Pentameter."

Abbey frequently uses these terms, both combining syllables and words from the camera world ("automatic," "flex," and "meter") with words from the church ("genuflex") and the world of poetry ("iambic pentameter," an iambic being a metrical foot of a single short syllable followed by a long one and pentameter being a line of Greek or Latin verse consisting of five iambs). Those educated before the 1960s will recognize the wit that devised these puns.—J.G.

tographer, but never was able to swing it. He and Martha remained in Pueblo after his retirement until moving to the Twin Cities in 2007.

To help prepare the Soo Line's annual reports, Abbey hired the Merlin Krupp Studios in Minneapolis for graphic design. "Krupp taught me a lot;



I learned attention to detail." When the Soo Line underwent a corporate restructuring in 1961, Abbey thought a new image was called for, and designed the bold red-and-light-gray livery the road used until 1989. He drew on his years as the Soo's top p.r. man to write and provide photos for *The Little Jewel: Soo Line Railroad and the Locomotives that Make it Go*, a book he self-published (under the name Pinon Productions) in 1984.

Although photography was often part of Abbey's rail-industry jobs, he still took train pictures for fun. Martha recalls that "family vacations had railroads worked into them." While riding the Black Hills Central tourist train in South Dakota in 1963 or '64, she and daughters Maggie and Martha heard fellow passengers wondering aloud, "Who is that crazy man with the camera?" Wally had been following the train in their blue Chevy, catching it at every crossing.

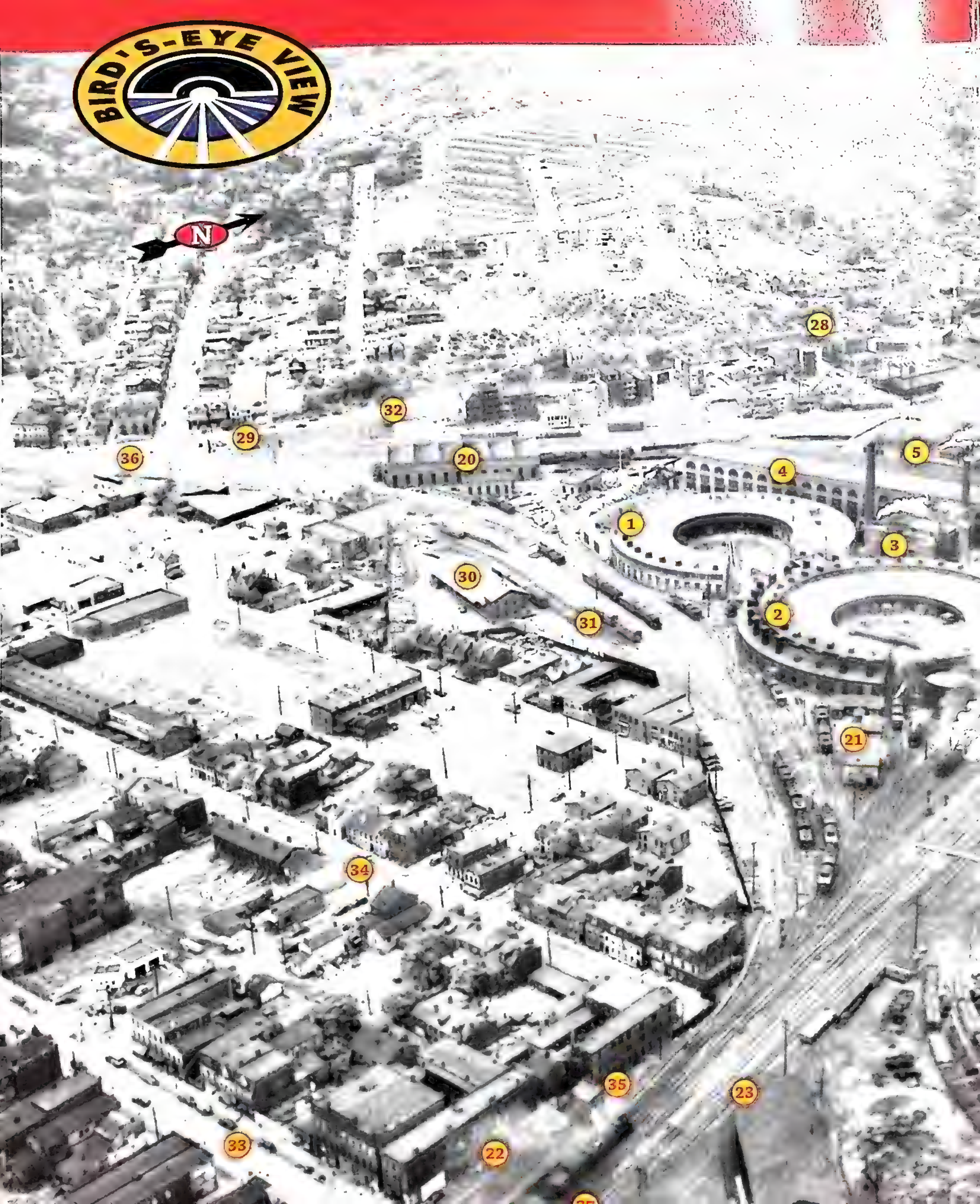
Abbey never took photography classes. "No one taught me," he says. Did *Life* magazine influence him? "Yes, in a way. It was a fantastic magazine in those days, covered the world like it ought to be covered." He also read *Look*, *National Geographic*, and *Saturday Evening Post*. "In later years, my photography improved with studying and experimenting," he adds. He made it a point to seek unusual locations for his photos.

Abbey is proud of his work. A few years ago, he assembled 25 black-and-white photos for his own enjoyment, a grouping he titled "Favorites." It's an excellent, wide-ranging selection of images from the late 1940s and early '50s, some of which are presented here. Wally Abbey's work shows that he is the rare photographer with a full understanding of railroading who knows how to present his ideas visually in an exciting, creative manner. ■



Two Soo Line GP30's, wearing the sharp red-and-light-gray color scheme that Abbey devised when he was with the road's p.r. department, are near Shoreham Yard, Minneapolis, in 1964.

Milwaukee Road FM H10-44 1828 works one of the many industrial spurs along the Chestnut Street Line, more commonly called the "Beer Line" because so much of its traffic came from local breweries. This area in the heart of Milwaukee is now mostly residential.



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McKees Rocks: Heart of the 'Little Giant'

When this picture was taken on June 27, 1946, the 192-mile Pittsburgh & Lake Erie, known as the "Little Giant," had 244 steam locomotives, more than one per mile but necessary to serve what was said to be one industry per mile: the prosperous mines and mills of the Pittsburgh and Youngstown districts. The McKees Rocks shops complex in the Pittsburgh suburb of that name was the heart of the P&LE; men at "the Rocks" could fix or rebuild virtually any piece of rolling stock. But change was in the wind. Less than six months after this photo, P&LE bought its first diesels, two Fairbanks-Morse H10-44's. Although seven 2-8-4's came in 1948, they only lasted five years [Spring 2004 CLASSIC TRAINS]; P&LE dieselized with 96 units in 1953. The tender and coach shop became the diesel shop [page 64, Fall 2009], but the roundhouses and much of the other steam infrastructure were demolished. Today, the only P&LE tracks in use here are the mains in the foreground, as CSX's Keystone Division. The Pittsburgh, Chartiers & Youghiogeny, jointly owned by P&LE and PRR, now is Genesee & Wyoming's Pittsburgh & Ohio Central. Its general office is the sole rail building in this photo intact and serving its original purpose. The Bell Avenue area has been totally redeveloped, and there are no buildings left between the PC&Y and McKees Rocks bridge. Only the old machine and erection shop, store house, blacksmith shop, paint shop, and boiler and tank shop still stand.

- | | |
|--|--|
| 1 Roundhouse No. 1 | 21 Oil house |
| 2 Roundhouse No. 2 | 22 Passenger station |
| 3 Powerhouse | 23 Crucible Steel Corp. |
| 4 Machine and erection shop | 24 Maintenance-of-Way
carpenter shop |
| 5 Store house | 25 MofW tin shop |
| 6 Blacksmith shop | 26 MofW store house |
| 7 Boiler and tank shop | 27 Lockhart Iron & Steel Co. |
| 8 Water tanks | 28 Railroad YMCA |
| 9 Ash pit | 29 PC&Y general office |
| 10 Pittsburgh, Chartiers &
Youghiogeny bridge | 30 PC&Y freight house |
| 11 Coal dock | 31 PC&Y team tracks |
| 12 Sand house | 32 Island Avenue, Pittsburgh
Railways routes 23 and 25 |
| 13 Tender shop | 33 Chartiers Ave., Pittsburgh
Railways routes 23 and 25 |
| 14 Coach shop | 34 Bell Avenue |
| 15 Lumber storehouse | 35 MH Tower |
| 16 Woodwork shop | 36 PC&Y to Carnegie |
| 17 McKees Rocks bridge | 37 P&LE to Pittsburgh |
| 18 Freight-car shop | 38 P&LE to Youngstown |
| 19 Shops office building | |
| 20 Paint shop | |

Photo: P&LE Records, 1903-1982, Archives Service Center, Univ. of Pittsburgh. Research: Bill Metzger, Jack Polaritz, Lee Gregory, Ed Lybarger.



CP Style

How Canadian Pacific Railway shed its traditional image and embraced a bold new corporate identity

By Kevin J. Holland



Left, Canadian Pacific; above, James A. Brown

GP7 8424 and RS3 8432 wear the traditional maroon-and-gray livery with more-recent "Canadian Pacific" script at Orangeville, Ont., in February 1968. Eight months later, C424 4239 and a short freight train—resplendent in the new CP Rail image—posed at Montreal.

Canadian Pacific Railway found itself in the glare of public and institutional spotlights during the mid-1950s. Expenditures by the globe-spanning company on passenger trains, diesel locomotives, ships, and airliners were making headlines on both sides of the Atlantic and beyond. Although passengers and shippers were impressed, financial analysts and shareholders were harder to please. In 1955, barely 10 percent of CPR revenue—but half of annual profits—came from its steamship, airline, trucking, express, hotel, and communication subsidiaries. Share price and dividends were stagnant.

In response, an unprecedented corporate transformation occurred between 1957 and '67, aimed at boosting overall profitability in the face of lackluster railway performance. Crowning this decade was the 1968 launch of a new corporate identity, radically progressive for the 87-year-old conglomerate but perfectly in step with the times.

A difficult decade by most standards for North America's railroads, the 1960s got off to a good start, visually, when Canadian National unveiled a new image in December 1960. So successful were New York-based designer James Valkus' efforts that the identity, with Toronto graphic artist Allan Fleming's linear logo as its centerpiece, remains in use today with minimal changes. A few years earlier, Swiss-born Herbert Matter blazed a visual trail among American railroads with work for the New Haven and the Boston & Maine. Against a boldly colored geometric backdrop, Matter created distinctive slab-serif monograms for both railroads. As the 1950s ended, even staid railroads like New York Central and Pennsylvania tweaked their images

with bolder colors and graphics.

The redesigns at NH and B&M heralded new management—the infamous Patrick McGinnis in both instances—and, despite the designs' pedigree, were case studies of bright paint employed to camouflage deeper problems. Mergers became a more common trigger of image overhauls. Erie Lackawanna was an early, if evolutionary, 1960s example; at the decade's end, Burlington Northern showed how a more sweeping merger identity could be developed.

For its part, CN was a capably managed colossus seeking to shed what President Donald Gordon's market studies confirmed was a dowdy image, despite \$1 billion in modernization since 1945. Not far from Gordon's Montreal office, counterparts at Canadian Pacific—the world's largest privately owned transportation company—faced their own pressures.

Billing itself, with some justification, as "The World's Greatest Travel System," CPR entered the 1960s with a mature multi-modal network and was not immediately moved to respond—cosmetically, at least—to nemesis CN's transformation. (Al-





Canadian National photo, Lorne Perry collection



James A. Brown

In its 1960 image makeover, Canadian National evaluated red and light blue for passenger car letterboards before settling on light gray.

Bold graphics adorned the F units and cars of the Confederation Train, which toured Canada in 1967 to mark the nation's centennial.

though CPR subsidiary Soo Line did scoop its parent with a 1962 makeover designed by p.r. man Wally Abbey [see pages 36–45].) With the proverbial hard-working beaver restored as corporate symbol after World War II, Canadian Pacific championed progress on multiple fronts through the mid-1950s. In a 1957 speech to the Newcomen Society, CPR President Norris R. “Buck” Crump lauded *The Canadian*, his headline-grabbing 1955 domeliner, as “symbolic of the railway’s progress.”

Elsewhere, Canadian Pacific was an early adopter of jet airliners (the ill-fated de Havilland Comet 1, in 1953), and in 1955 launched its first new postwar trans-Atlantic liner (the *Empress of Britain*, joined by two more “White Empresses” within five years). Crafted as modern icons of CPR’s longstanding global presence, *The Canadian* and the new *Emperesses* proved ill-timed expenditures. Rooted in late-1940s optimism, they were soon marginalized by shifting long-distance travel patterns to which the company’s own airliners were contributing.

Despite this progressive record, Canadian Pacific in the late 1950s was still widely perceived—not entirely inaccurately—as a Victorian monolith; in a sense, the same was true at the time for Canada as a whole. Beneath this seemingly staid veneer, however, rampant change was afoot on both fronts.

Changing landscape

In corporate and consumer eyes in the early ’60s, style and substance were increasingly intertwined; established, highly regarded firms experienced new competitive pressures to update their methods and appearance. Canada’s commercial and cultural landscape was entering a decade of visual effervescence; institutions of all sorts joined the new-

image parade as the ’60s unfolded. For their part, Canadian Pacific customers were being enticed by reinvented competitors like Air Canada—CN’s arm’s-length affiliate—which was transformed from respected but stodgy-imaged Trans-Canada Air Lines beginning in 1964. While CN had dropped its long-serving maple leaf trademark, Air Canada retained TCA’s maple leaf, though in stylized form. As Canada’s designated “flag carrier,” the airline’s fresh red-and-white colors and logo took on new meaning just six weeks after the official name change; the nation’s red-and-white Maple Leaf flag first flew on February 15, 1965, having sparked heightened national awareness of graphic design amid a noisy debate over its adoption.

A more abstract maple leaf, created in 1966 by Paul Arthur & Associates with 11 identical triangles atop a stem, sprouted nationwide as the symbol of the Centennial Commission responsible for coordinating events marking Canada’s 100th birthday in 1967. Shepherded by Director of Public Relations Peter Aykroyd (father of actor Dan), one of the Commission’s highest-profile projects was the Confederation Train. Its strikingly repainted CN and CPR passenger equipment toured Canada in 1967. Exposed to a global audience at the world’s fair—expo67—in Montreal, Canada’s graphic arts community displayed growing confidence, as did clients adopting the designers’ work.

When CPR management finally acknowledged their desire for a new corporate identity in ’67, they turned, as CN had done with Valkus, to the U.S. In a double irony, Canada’s leading corporations, forsaking Canadian design options, often looked south, and their chosen U.S. agencies produced work widely regarded as some of the 20th century’s best for their Canadian clients.

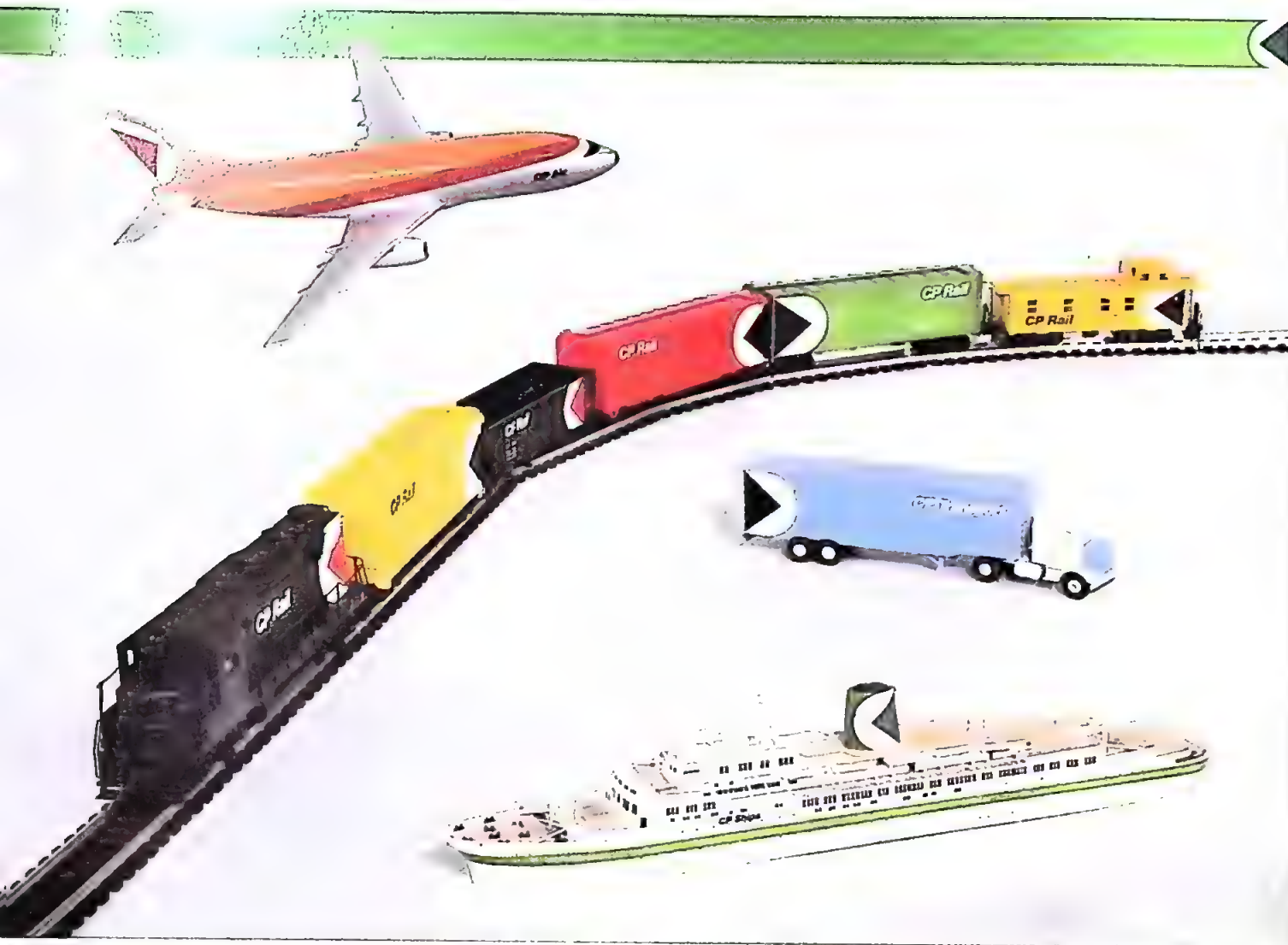
Toward a redefining decade

Commissioning of CPR’s new identity marked the final phase of a corporate metamorphosis begun soon after Crump became president in 1955 and capped by mid-1960s regulatory developments. It was not a “sign-of-the-times” effort undertaken in isolation, nor was it merely a belated response to CN’s redesign. Its roots led back to World War II.

The unexpected death in 1943 of long-serving President Sir Edward Beatty—only the fourth holder of that office since 1881—had left CPR without a succession plan; three men occupied the president’s office over the next dozen turbulent years. Of D’Alton Coleman, William Neal, and William Mather, a 1956 *Fortune* article declared “in their work of restoration, guided by an extremely conservative board of directors, they have piously preserved tradition.”

They were lucky to accomplish even that: Unmentioned was that Neal, after being mentored for four years by the soon-to-retire Coleman, threw CPR management into chaos again when, after less than a year as president, he chose not to return from a January 1948 trip to Jamaica. He was replaced by Mather, who was near retirement and became a custodial president. His primary task was to groom a more capable and enduring successor than Neal. “What will be needed most,” said *Fortune*, “are special management qualities, including one quality long lacking at the top of CPR: courage to shake off the institutionalism that is standard in railroads and sits heavily on CPR.” In Crump, both Canadian Pacific and *Fortune*’s editors found their man; the task facing him, however, was formidable.

The railway, generating almost 90 percent of company revenue in 1955 and into which the rest of company activities were subsumed, was at a low



ebb of financial performance. The passenger steamships had become chronic money-losers, and the airline faced the daunting competitive necessity of conversion to jets. Recognizing the protracted nature of any turnaround, Crump equated his mission to "reversing direction on an ocean liner when it's underway." The momentum was considerable: Between 1956 and 1962, railway revenue fell from \$505 million to \$428 million, and overall net income dropped from \$56 million to \$32 million. Losses during these years were troubling, compounded by a weak late-1950s economy; Crump's metaphoric steamships lost almost \$7 million, the airline \$19 million, and even the normally profitable hotels registered red ink during 1958-59. Elsewhere in the vast firm, though, the po-



Three photos, Canadian Pacific

Chairman Crump (left) and President Sinclair stand with scale models showing the designers' proposals for how the new Multimark image would be applied to various equipment in the CP family. Thankfully, the somber locomotive and garish passenger-car liveries were not adopted.



The Multimark image spawned many modes. From top: CP Ships tanker *Fort Macleod*, CP Ships liner *Empress of England*, CP Transport cement truck with CP Rail freight cars, CP Rail's *Canadian*, and CP Air DC-10-30 *Empress of Sydney* with a CP Hotels truck.

tential for considerable profit beckoned, if only the notoriously conservative nature of the Board could be overcome.

In 1956, Crump enlisted Harvard and McGill university economists to prepare forecasts through 1970, target of his proposed 15-year, \$1.5-billion period of diversification. Headline value of *The Canadian* and *Emperesses* aside, the company inherited by Crump was, said *Fortune*, burdened by "encrusted tradition" and "cautious institutionalism" and, when it came to extracting maximum profit from its almost 13 million acres of oil and gas, coal, mineral, and timber rights, "complacent in its role of easy-going landlord" for choosing not to compete with leaseholders who also were important shippers.

In his 1957 Newcomen address, Crump issued an oblique challenge to his Board: "Unless men of action stand ready to demonstrate by acts of faith their confidence in Canada's future, the careful plotting and projections of the economists will come to naught."

Crump prevailed, and what he termed "the liquidation phase of the Canadian Pacific"—the longstanding practice of selling, rather than developing, land-grant acreage—ended. Starting in 1957 with petroleum rights gradually reclaimed by new subsidiary Canadian Pacific Oil & Gas, the years of benign management of CPR resources were past. Crump initiated an inventory of under-performing properties and in 1962 assigned Ian D. Sinclair, a rising-star vice-president and one of Crump's two key lieutenants, to oversee their exploitation within the new Canadian Pacific Investments, Ltd. (CPI). By the end of 1966, Canadian Pacific's fiscal compass had swung from near-total dependence on its transportation properties toward those vast but previously neglected resource and land holdings—what a 1964 *Forbes* story called "CPR's almost fantastic catalogue of assets."

Prosperity under a new president

Sinclair became CPR president in April 1966, following the sudden death in March of Crump's other lieutenant, Robert Emerson, just 17 months after Emerson had assumed the presidency. Having ruffled feathers since he joined CPR's Law Department in 1942, Sinclair

is not the Board's choice to succeed Emerson. With Chairman Crump's support, though, Sinclair not only prevailed but proceeded to change the face of the company.

CPI made headlines in 1967 with a \$100-million stock offering, crafted by Sinclair. This paid for a 15-year spree during which Sinclair added companies to the CPI portfolio (known as Canadian Pacific Enterprises, or CPE, after 1980) where they were expected to offset the seasonally cyclical earnings of the transportation components; during this period, the value of Canadian Pacific assets increased eight-fold, to over \$16 billion. Still within CPI, Marathon Realty was formed in 1963 to exploit the company's considerable urban and industrial lands. Canadian Pacific Hotels oversaw lodging properties.

Much of Sinclair's rather fearsome reputation grew out of his high-profile representation of CPR interests at the 1959-60 MacPherson Royal Commission on Transportation, convened to study freight-rate reform. Five years after publication of the Commission's final report, parliamentary passage of the National Transportation Act (NTA) on February 9, 1967, wrote many of Sinclair's reforms into law. Provisions allowing railways to fully separate the earnings and operations of their non-rail components were embraced by CPR, as were new ratemaking freedoms and subsidy formulas. From Canadian Pacific in NTA's wake came a renewed emphasis on the company's multi-modal potential within the newly unfettered regulatory climate.

"We intend to sharpen our efficiency, improve our services and go out and market our product—transportation," Crump told *Railway Age* magazine in December 1967. "We intend to do this by rail, by road, by ship, by plane and by any other mode of transportation that promises success. That is why we are planning ahead, not just for 1968 but for the 1970s."

"Planning ahead" back in spring 1967—just weeks after NTA's passage, and with the Confederation Train wending its way across the country—Crump and Sinclair tasked New York-based Lippincott & Margulies (L&M) with assessing and reinventing the identity of one of Canada's oldest and most widely-recognized institutions. "We were aware of the vast changes taking place within

the company," noted Sinclair in 1968, "but we questioned whether the public at large saw them as clearly."

Why L&M? In the mid-1960s, the firm was a leader in corporate identity design, and had turned heads in railroading with Great Northern's 1967 "Big Sky Blue" revamping. An early 1967 issue of L&M client magazine *Design Sense* featured the firm's 1966 work for CPR mining subsidiary Cominco, along with a perceptive marketing and communications analysis of "Canadian Business in a Changing World" that almost certainly would have crossed the

world leader in transportation services, some people did not appreciate the full scope of the company or its up-to-date, progressive nature."

A blank canvas

Guiding the Canadian Pacific project for L&M was Vice-President and Design Director Eugene Grossman, who worked on the Cominco job and had recently completed a new identity for another Canadian corporate icon, the Hudson's Bay Company. Working with him on the CPR effort were L&M V.P. and Account Manager Robert Ihrie and Senior Designer Norbert Oehler.

"We were given a blank canvas," recalls Gene Grossman. "It was a wonderful opportunity, and a fun job. During interviews with management, marketing, and operations personnel, resistance to the changes was almost nil." One of the few dissenters turned out to be L&M's own Walter Margulies, who accompanied Grossman to the successful CPR management presentation in Montreal in early 1968 and confided his doubts on the flight home. "Walter wasn't a fan" of the identity, remembers Grossman; such was Margulies' faith in his staff, however, that he had not interfered in their work.

L&M delivered an integrated, two-tier package. Bold, individualized color schemes "that convey vitality and action" were created for CP's six newly autonomous transportation components, all unified by a new logo and lettering standards. Dubbed the Multimark—"It's better to give your creation a name before someone else does," jokes Grossman—the logo conveyed its symbolic message by superimposing a square (for stability), part of a circle (for global reach) and a triangle (for motion). Grossman relied on the Multimark's geometry for corporate unity, but varied the symbol's colors and associated wordmark with each subsidiary. "In this way," said the designer in 1968, "every element of the Canadian Pacific transportation system is related to the others through common symbol and initials, yet the individual colors give each a distinctive personality."

Headquartered in Montreal's Windsor Station, with its name in continuous use since 1881, the Canadian Pacific Railway Company was corporate and legal parent to these as well as CPI's non-transportation operations. As the sec-



Public timetable folders for air, sea, and rail services were united by typography and the Multimark, but differentiated by color.

desks of Crump and Sinclair.

The specific assignment given to L&M: "To evaluate the communications practices of CP and develop recommendations for the best possible communications program to enhance the company's marketing ability and help project an accurate image to all of its audiences from customers to the financial community."

What L&M accepted was, arguably, the most comprehensive corporate identity undertaking of the decade, in Canada or elsewhere, given the global and multi-modal scope of Canadian Pacific's operations and almost 90 years of entrenched corporate culture. "We found there was a 'communications lag' between the reality of the company and the way its publics perceived it," said L&M President Walter P. Margulies in mid-1968. "The communications analysis Mr. Crump asked us to undertake 14 months ago made us aware of the fact that, although Canadian Pacific is a



Canadian Pacific; Nicholas Morant



Kevin J. Holland

S2 diesel switcher 7063 and caboose ("van" on some parts of the CP) 438589 show their colors at Toronto in May 1985; later switcher repaints placed the Multimark ahead of the cab.

ond part of the overall process, the parent, renamed Canadian Pacific Limited, received its own bilingual (English/French) identity, distinct from the Multimark branding but visually related.

In recalling his creation of the Multimark and associated color schemes, Grossman, already an avid collector of modern art in the 1960s, says he was inspired by "the minimal, powerful, colorful strength of artwork" of paint-

ers like Frank Stella and Ellsworth Kelly. Along with their "Color Field" contemporary, Kenneth Noland, Stella and Kelly explored color and form in the early 1960s with prominent use of curved, triangular, and square elements in what was also termed "Hard Edge" art; Kelly's *Bay* (1960) and *Red Blue* ('62), and Noland's *Morning Span* ('63), are particularly relevant examples.

The Multimark's geometric triad and

In a posed publicity photo depicting the CP image change, men repaint a boxcar at Weston Shops, Winnipeg, Manitoba, in July 1972.

bold coloring also evoked the 1920s work of Russian abstract painter and design theorist Vassily Kandinsky, at the time a professor at Germany's Bauhaus school who explored relationships between colors and the three shapes.

The Multimark "clearly points to the future and implies that Canadian Pacific is constantly on the move," stated Chairman Crump. "We are no longer a railway company with an airline, some ships, and trucks. Our new symbol conveys what we really are, total systems for movement."

The real impetus behind the new identity, however, was Canadian Pacific's new president, and it was as much the culmination of a transforming decade as it was a clear signal of changing leadership. "Sinclair drove it," recalls Grossman, "and took a strong personal interest in the project. They were new times, and a revamped company. He was great to work with." The admiration proved mutual, as several years later the famously gruff Sinclair spot-

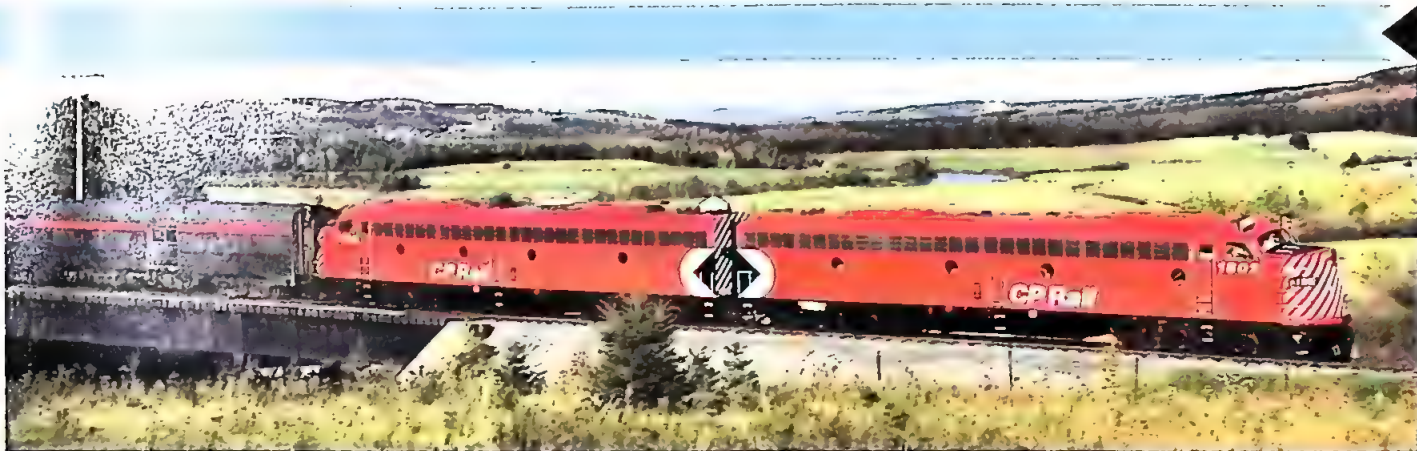


Photo above and timetable below, Kevin J. Holland collection

The small Multimarks that were standard for cab units are nearly lost on the long flanks of E8's 1802-1800 during a 1973 fan trip in Quebec.

ted Grossman in the lobby of a San Francisco hotel and went out of his way to stop and chat. (Sinclair, who became chairman in 1972 upon Crump's retirement, retained his characteristically direct hand in company operations until his own 1981 retirement from Canadian Pacific Limited; he remained chairman of CPE until 1984, and died in 2006.)

During a year that began on a somber note—visually and financially—with the Penn Central merger, the transportation landscape brightened considerably with the unveiling of the new Canadian Pacific corporate identity in Montreal on June 17, 1968.

The full spectrum

Clear, concise corporate names and branding—L&M hallmarks—underscored the multi-faceted project. "Condensing the name across channels was vital to the corporate identity's clarity—the clarity of who you are and what you are," reflects Grossman, on the decision to devise individual but clearly related wordmarks for each of the six "systems for movement."

The manner in which the colors and Multimark were applied—particularly on rail cars and aircraft—effectively turned each item into a three-dimensional piece of Minimalist art, evoking the works of Kelly, Stella, and Noland that inspired Grossman's design. In their art, the shape and limits of the canvas formed an integral part—the "Hard Edge"—of the image, intersecting and restraining elements of color and form. Grossman employed the outlines and contours of his "canvases"—freight cars, locomotives, airliners, and shipping containers—in a similar manner, sometimes bending the rules, and the Multimark's geometry, to skew the symbol onto an aircraft tail or ship funnel.

The railway—rebranded as CP Rail—employed the most colors. Locomotives and most freight cars were painted what

L&M termed "Action Red," the railway's new signature color. On locomotives, this was a substitution for the originally proposed black that was vetoed by Crump. Red and white had been used as end markings on Budd RDC's since 1964, and took on patriotic symbolism the following year in Canada's new flag.

The first locomotives to appear in CP Rail colors were Alco/MLW C424's 4239 and 4242, assigned to an equally fresh cross-Canada display train of eight freight cars and a caboose in late 1968. Above their black running gear, the red-bodied diesels had full-height, black-and-white Multimarks on their aft sides. Ends were white with diagonal red stripes on the nose and cab front and

black striping on the rear; the CP Rail wordmark and numbers were white. (Blue also made it into CP Rail power consists on "robot" radio-control cars used in western operations.)

Fresh from branding Great Northern's passenger equipment with unconventional graphics placement, L&M proposed similar treatment for CP Rail, notably on *The Canadian's* cars. Stainless-steel sides were to be painted red below the windows and black above, with a large Multimark and wordmark below the windows, similar to the 1967 GN placement. Although official photos of models circulated at the program's June 1968 debut showed this layout, details of this and other equipment appli-

The Lippincott look

Even those unfamiliar with Lippincott & Margulies know the firm's work. The "Turnaround Boys"—as L&M was described by *Time* in 1965—created some of the most recognizable trademarks and corporate identities of the 1960s and '70s.

Founder J. Gordon Lippincott (1909–1998) coined the term "corporate identity" in the 1950s as his company expanded beyond his own interest in product design (he devised Campbell Soup's postwar packaging, and his L&M team helped style the 1948 Tucker automobile).

Partner Walter P. Margulies (1914–1986) studied architecture in his native France before moving to the U.S. as chief designer for Statler Hotels. Teaming with Lippincott in 1944, he emerged as L&M's driving force in the years preceding Lippincott's 1969 retirement.

With more than 300 clients, L&M was, in the mid-1960s, the largest firm of its kind. A sampling of L&M's portfolio includes Chrysler's "Pentastar" and identities for Eastern Air Lines, RCA, NBC, Chevron, Citgo, American Motors, Weyerhaeuser, and General Mills. Canadian clients included Abitibi, Molson, and Royal Bank. An L&M design team added the "wave" graphic to Coca-Cola's repertoire, and Gene Grossman turned heads by positioning Coke trademarks vertically on the company's beverage containers. In 1986, L&M merged with the Mercer Consulting Group to become Lippincott Mercer.

Gene Grossman left L&M in 1969 to found Anspach Grossman Portugal, guiding identities including Hilton, American Express, and Gillette. In 2005 he donated the logo for the World Trade Center Memorial Foundation.—K.J.H.





cations were still being refined. CP Rail's passenger cars ended up employing red on their letterboards only, accented at one end with a small Multimark and wordmark, and the railway's recent practice of painting older smooth-sided cars silver to blend with its Budd fleet continued. This scheme debuted on Budd sleeper *Abbott Manor* in late 1968.

Action Red applied to run-of-the-mill boxcars, gondolas, and flatcars was replaced by custom colors on specialty equipment. Such differentiation appeared five years earlier when a freight car fleet facelift replaced block lettering with "Canadian Pacific" in script. In this 1963 scheme, box and refrigerator cars retained red-oxide paint and gondolas and hoppers remained black; mechanical reefers were painted silver, insulated boxcars received yellow-orange, and newsprint-service boxcars were green. Under L&M's 1968 program, cabooses adopted the deep yellow also applied to insulated boxcars and rubber-tired maintenance vehicles. Mechanical reefers and newsprint cars kept their silver and green colors; hoppers remained black. On black or silver bodies the Multimark's triangle was red; otherwise it was black. Work-train equipment got white markings on red-oxide bodies; at the comfort scale's opposite end, business cars employed gold Multimarks and lettering on traditional maroon bodies.

Marine services directly operated by CP Rail—coastal *Princess* ships, tugs, and vehicular ferries—traded buff exhaust funnels for Multimarked Action Red. The CPR's distinctive red-and-white checkered maritime "house flag," designed by Sir William Van Horne in

1891, was furled in favor of a Multimark version. The company's two surviving trans-Atlantic liners—*Empress of Canada* and *Empress of England*, both sailing on borrowed time—as well as its 24-ship freighter fleet emerged under the CP Ships banner with green-and-white Multimark funnels. *Emperresses* retained white hulls, with a broad stripe in CP Ships' signature "Sea Green," and briefly wore a black "CP Ships" below the bridge; freighter hulls were black, with white CP Ships wordmarks. The rise of containerization after 1968 made green CP Ships "cans" a common sight, along with examples displaying red CP Rail and medium-blue CP Express and trucking subsidiary identities.

CP Air—previously Canadian Pacific Air Lines—got a rakishly angled orange and red over broad expanses of polished metal, where previously a sedately striped white fuselage, script name, and stylized Canada Goose logo had sufficed. Although the name change wasn't official until April 1, 1969, the first aircraft to emerge in CP Air colors, on October 22, 1968, was Boeing 737-217 CF-CPB, a new type for the airline.

CP Hotels employed a warm gray as its 1968 signature color, although each property retained its "individuality and atmosphere" with the new look limited to "relatively low-key endorsement" on items like signage, stationery, china, menus, and matchbooks. Rounding out the new corporate palette, yellow-ochre identified CP Telecommunications.

Bold, italicized Helvetica lettering was specified for wordmarks (CP Rail, CP Air, etc.) as well as numbers and names on locomotives, passenger cars,

Five Geeps—three with the later, smaller Multimark—and an F7B catch the afternoon prairie sun at Aldersyde, Alta., in fall 1980.

aircraft, trucks, and ships. Freight car reporting marks appeared in a lighter italicized Helvetica; depending on the equipment's background color, this was either black or white. Passenger car names and numbers were red.

The railway, with almost 90,000 pieces of wheeled equipment, faced the most protracted application of the new identity. The last maroon-and-gray locomotive was MLW S3 6538, retired in July 1985 without ever receiving the CP Rail image; the freight fleet was never fully converted, as a few tattered examples attest today. Airline and marine components, with their vastly smaller fleets, were fully rebranded by 1970.

Far and wide

Key components in a successful corporate identity must be scalable and recognizable regardless of size. In CP's case, Multimark applications ranged from the gargantuan—on *Empress* funnels, Boeing 747 tails, and hi-cube boxcars—to the improbably delicate, etched onto airline liqueur glasses or worked into CP Hotels' "Chateau Champlain" china. (Only this pattern and china used by CP Air incorporated the Multimark; holdover pieces used aboard passenger trains and ships—both targets

More online and in **TRAINS**
See more photos of the Multimark image at www.ClassicTrainsMag.com and a map of the predecessors of today's CP in the June issue of **TRAINS**.





James A. Brown

for discontinuance in 1968—lacked identification obvious to diners.)

Elsewhere, the Multimark became the dominant cover element on CP timetables and other publications, whether for railway, airline, or *Empress* operations. Although repainting equipment was the highest initial priority, the symbol soon appeared on virtually every element of company communication. Responsibility for overseeing implementation—and policing—of the identity was entrusted to Canadian Pacific's Manager of Public Relations and Advertising, Donald Wallace.

Although Gene Grossman departed the design firm to establish his own agency soon after the CP project was delivered, L&M maintained a high profile in railroad circles for several years, creating Burlington Northern's Cascade Green identity of 1970 and, in 1971, Amtrak's name and arrow logo.

Maturity and modification

The 1968 Canadian Pacific identity had a respectable two-decade run before late-1980s tinkering foretold its demise. Its champion, Ian Sinclair, had retired, and Bill Stinson became president in 1981 just in time to face the recession that led, in 1986, to the first net annual loss—\$80 million—in CP history. Stinson responded by revisiting the "liquidation phase" derided by Crump 30 years before, aggressively converting assets—and not just those acquired during Sinclair's reign—into cash.

Early image modifications were minor. In 1975, end striping on locomotives was widened to 8 inches from the original 6 inches, and vanished from



John C. Benson

SD40 5411 displays the final Multimark scheme: wider nose stripes, solid red cab front, and small logo; sister 5519 behind her shows the next step: Action Red, but no Multimark.

the front cab walls of hood units. The Multimark survived its teens, but just barely. After temporarily downplaying the symbol in special locomotive and airliner liveries celebrating Vancouver's Expo86, CP Rail was first to dispense with the symbol, in 1987, although L&M's bold Helvetica lettering survived a decade longer in active use. In the Multimark's place, the railway promoted its expanded U.S. presence with a short-lived CP Rail System "dual-flags" logo before reviving its vintage beaver and full Canadian Pacific Railway name in 1997. A detail of the 1968 image survives, however, in the Helvetica bold italic numbers on locomotive cabs.

The Multimark underwent a particularly interesting metamorphosis when CP Air reverted to its pre-1968 Canadian Pacific Air Lines title in 1985, dropping orange for blue and gray and blending the Multimark's triangle with five horizontal bars representing conti-

nents served. This variation was also adopted by similarly renamed Canadian Pacific Hotels. Within a year, though, Stinson's sale of the airline spawned a new carrier, Canadian Airlines, that morphed the Multimark's triangle into a stylized arrowhead. Even in January 1999, when Landor Associates revived CPA's stylized goose as Canadian's "Proud Wings" identity—a last gasp before merger into Air Canada—this vestige of the Multimark remained.

The Multimark's late-1980s decline spread as deregulation prompted CP's exit from highway services and the restructuring of CP Telecommunications as joint-venture Unitel. Canadian Pacific Hotels became Fairmont following its 1999 affiliation with that U.S.-based chain, and the 2005 sale of CP Ships to the parent of Germany's Hapag-Lloyd severed Canadian Pacific's last official links to the 1968 Lippincott & Margulies identity program. ■

M&StL's Story City branch

Frequenting a typical rural Iowa line in the 1940s

By William F. Armstrong • Photos by the author



Around 7 a.m. on a cool fall 1942 morning,
Mogul 331 scoots away from Minerva Junction, headed for Story City.

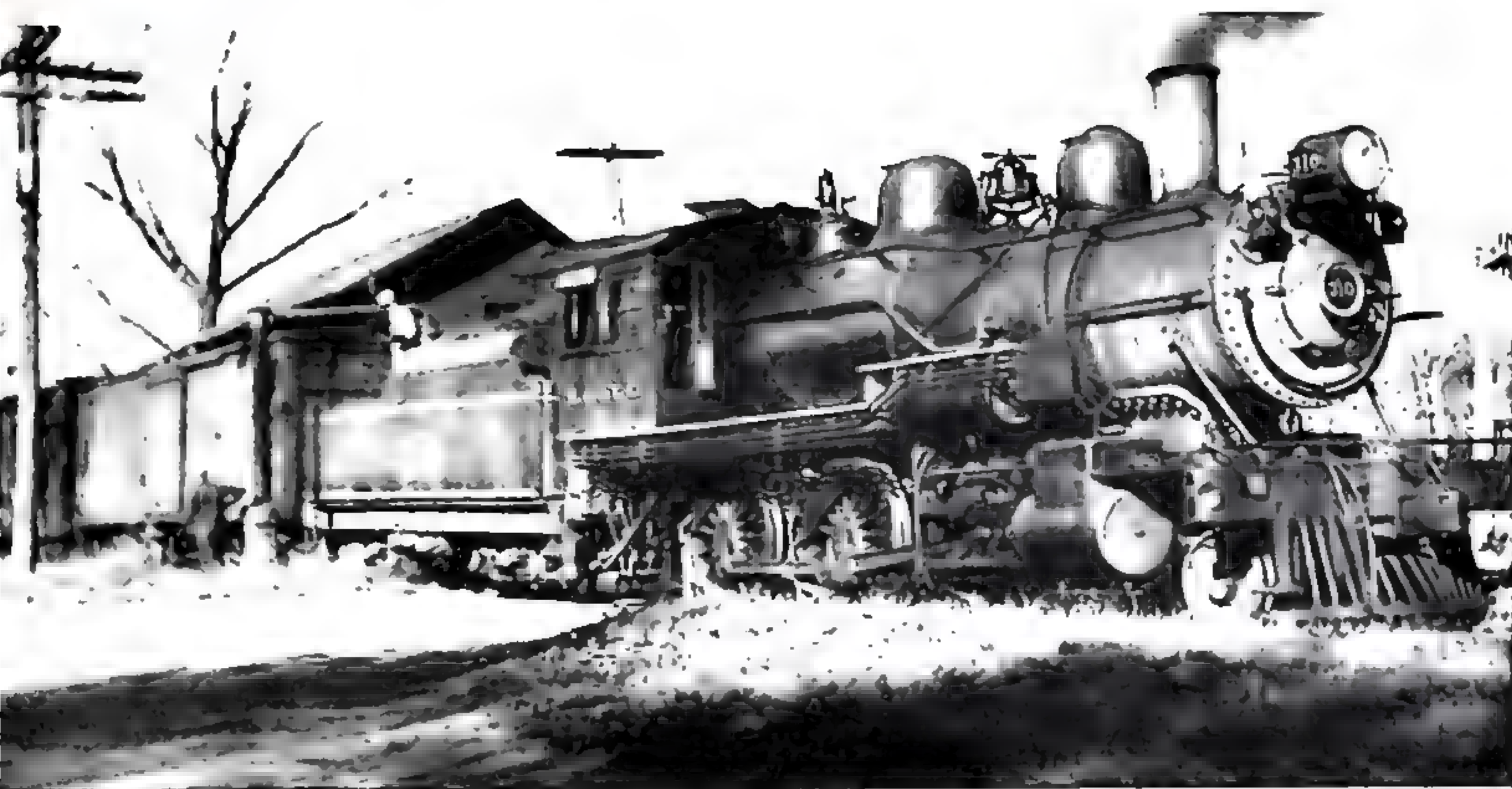
Iowa, with some of the richest soil on the continent, became rich with railroad lines in the last 35 years of the 19th century. Too rich: 10,019 route-miles in the peak year of 1914. Indeed, although Iowa ranks 22nd in size among U.S. states, in the 1940s it trailed only Texas, Illinois, and Pennsylvania in railroad miles. Hawkeye State school kids



"Running through the weeds" on the last lap west of Roland in July 1946, M&StL Mogul 310 has only one gondola left to deliver in Story City before returning east.



In November 1942, the head brakeman throws the switch on the tail of the wye a mile from the end of the line, east of the restrictive Skunk River trestle. Ten-Wheeler 229 will reverse, couple to the caboose, and push the train into Story City.



At Story City, end of the line, spiffy-looking Mogul 310 takes water from a standpipe on October 26, 1940, after coupling up to only two cars before heading east.



Mogul 330 was in charge at Story City on March 9, 1944, with evidence of a recent snowstorm lingering on the ground. Today you'll find Story City adjoining busy I-35.



Occasionally the train, shown after backing into Story City on February 24, 1947, would have a 4-6-0, in this case 226, a 1909 Baldwin, striped up like a mainline speedster.

learned that "there is no point in Iowa that is more than 12 miles from a railroad."

While that had been a necessity to allow 19th-century farmers to reliably drive their animal-powered wagons to a rail loading point in order to get their products to market, the motorized vehicles and paved roads that came in the 20th century gradually doomed more than half of Iowa's trackage, most of which always had been light-density branch lines.

Typical of the state's dozens of branches was the Story City line of the Minneapolis & St. Louis, one of 11 Class 1 railroads serving Iowa in the mid-20th century. (M&StL in 1931 had 877 route-miles in Iowa, ranking fifth behind the Rock Island, the Milwaukee Road, the Chicago & North Western and its ally the Omaha Road, and the Burlington Route.) Set smack in the center of the state, M&StL's Story City branch struck west-northwest for 34.4 miles from Minerva Junction, 4 miles north of Marshalltown on the M&StL's former Iowa Central main line that linked Albia and Oskaloosa (and later Peoria, Ill.) with Mason City, Iowa, and the Twin Cities. M&StL—usually pronounced "M and Saint L"—merged the Iowa Central in 1912.

I grew up in Mason City, where my grandfather, Robert Franklin Armstrong, was Division Superintendent for the Chicago & North Western. I became friendly with the local railroaders, and made a few short trips on M&StL passenger trains, to Albert Lea, Minn., and Marshalltown. After I began college at Iowa State in Ames in fall of 1939, I became acquainted with the Story City branch and its crews. This branch was a favorite of mine, although I photographed others, because its light rail and a restrictive trestle allowed for only small locomotives. During the 1940s, I photographed its train many times, and the accompanying photos represent a few of these "chases."

It goes without saying that agriculture was the mainstay of the branch—there were no factories, as such, on the line. The majority of the rail traffic was outbound, as each town had one or more grain elevators. Story City also had a canning plant. Roland boasted a canning plant, poultry house, stock yard, and bulk oil depot. These and the other towns also had lumber and coal yards. Inbound traffic consisted mainly of coal, building materials, and manufactured products.

By 1941, service was down to tri-weekly, with mixed trains 341 and 342



Almost back to Roland in July 1946, Mogul 310 steams eastward across the flimsy looking Skunk River trestle that restricted the weight of locomotives used on the line.

operating Tuesday, Thursday, and Saturday. The schedule had 341 leaving Marshalltown at 5 a.m. and returning at 11:45 after a 30-minute layover at Story City. ("M-town," as some called it, boasted an M&StL shop and yard, and was on the C&NW's Overland Route main line as well as the Chicago Great Western's Oelwein-Des Moines-Kansas City route.)

However, the practice of picking up and setting out all the local business belied the theory of the official 6½-hour schedule for the branch. The trains usually ran as extras and seldom made the round trip in less than 10 hours. A bright red side-door caboose, usually No. 1186, was assigned, which was adequate for company materials, express shipments, and the occasional passenger who happened along.

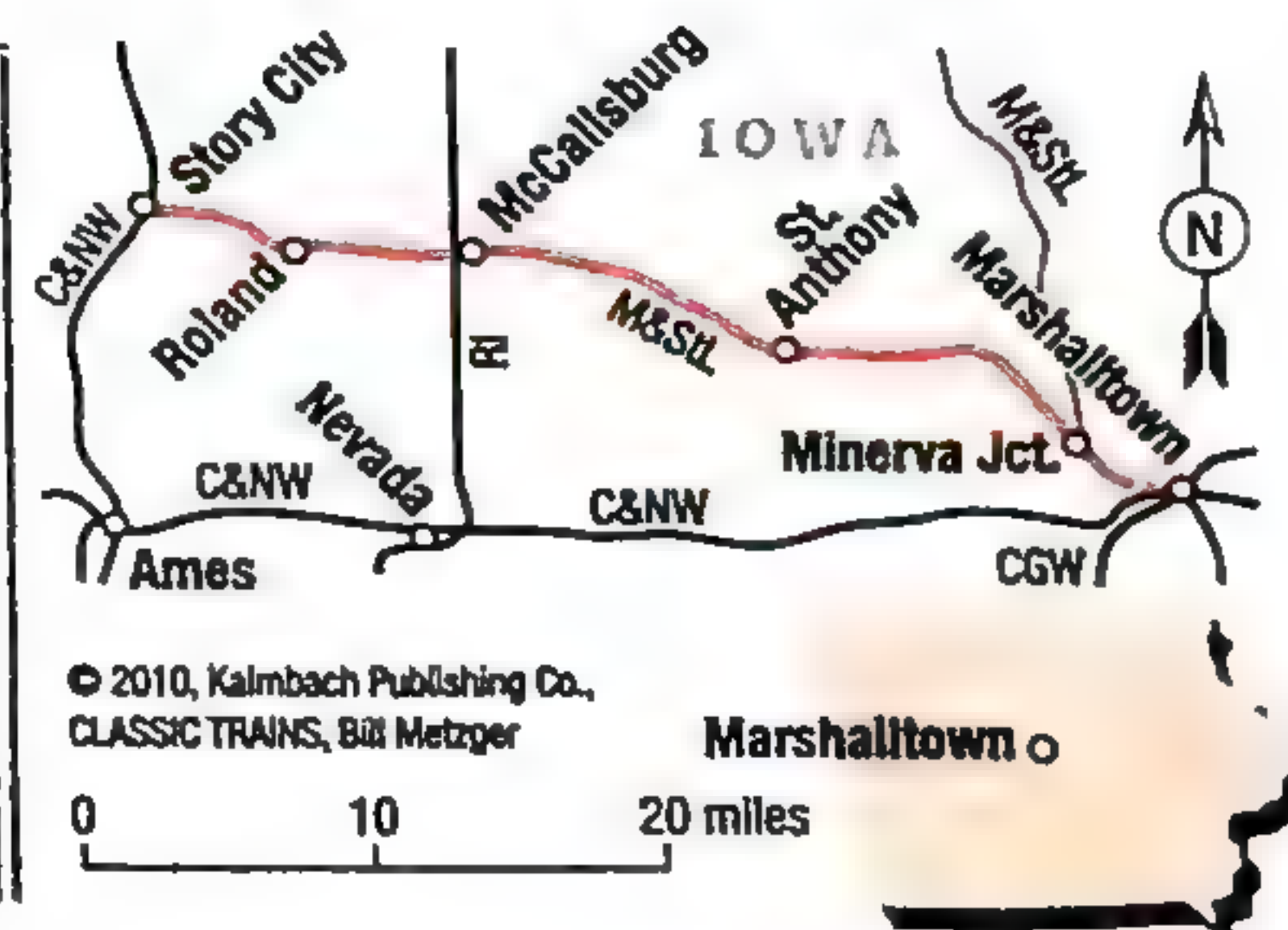
Motive power usually was a 300-series 2-6-0 Mogul, of which M&StL at one time had 35 (12 from the Iowa Central), all dating from around the turn of the century. Sometimes a 200-class Ten-Wheeler would be assigned; the

As with many branchline mixeds, 341-342's schedule in the *Official Guide* was mostly theory. When the west end was abandoned, the listing was changed to "Roland Branch."



On September 15, 1950, the last of the Louie's three black GE 44-tonners, with yellow stripes and numbered for its January 1949 delivery date, pauses—pointed west—with a caboose in Roland, whose depot by now definitely has seen better days.

Table 8. STORY CITY BRANCH.					
August 27, 1944.					
b 342	Ms.				b 341
A M	....	LEAVE	[ARRIVE]	A M	....
8830	0	+ ... Story City	.....	800	....
855	5.3	 Roland	.....	730	....
920	11.0	 McCallsburg	.....	700	....
950	15.9	 Zearing	.....	630	....
1025	21.5	 St. Anthony	.....	605	....
1030	23.2	 Clemons Grove	.....	550	....
1045	26.9	 Minerva	.....	535	....
1145	38.3	+ Marshalltown	.....	8500	....
A M	....	ARRIVE	[LEAVE]	A M	....





Mogul 310 is pulling loads from an elevator track with a "hump" in this busy-looking spring scene at Roland. The depot is visible above the caboose, which sits on the main with one car. Roland, a town of 1,300, contributed the most traffic of any point on the Story City branch.



In summer 1942 at the western outskirts of McCallsburg, the Story City branch train's head brakeman swings the gate across the Rock Island main line after getting permission by phone from the dispatcher. Mogul 310, an 1899 Schenectady product, is again in charge.

"Louie," as many called the railroad, had 18 4-6-0s at one time (10 from Iowa Central), all built during 1900-09. Although only smaller, older locomotives were used on the branch, M&StL kept its engines so well-groomed that they would do justice to a mainline passenger train.

I would sometimes intercept the train as it entered the branch around 7 a.m. It would leave Marshalltown with up to 20 cars, setting out a few at each station as it progressed through Minerva, Clemons Grove, St. Anthony, Zearring, McCallsburg, and Roland en route to Story City. Sometimes it had but one car ahead of the caboose by the time it reached Story City, where it would be turned on a wye about a mile outside town, east of the flimsy-looking Skunk River trestle. From the wye, the engine would push the train into town.

After the crew had eaten lunch and finished their switching, the train would head back east. Roland originated the most traffic on the branch, and on most trips the crew would spend an hour or more there switching. At McCallsburg, 11 miles east of Story City, the train had to stop in each direction so the conductor could contact the Rock Island dispatcher at Des Moines to cross RI's "Mid-Continent Line" linking Minneapolis-St. Paul with Des Moines and Kansas City (today it is called Union Pacific's "Spine Line"). The M&StL crew had to swing a gate at the diamond crossing from blocking their branch to blocking the Rock Island. Once back to Minerva Junction, the eastbound train had to stop and call the M&StL dispatcher to get clearance onto the main line back into Marshalltown.

Gradually the realities of mid-century transportation caught up with the Story City branch. One of the last times I shot the train, in 1950, a GE 44-ton diesel switcher had replaced steam. M&StL dieselized in 1951, and after the outer 5.1 miles (Roland-Story City) were abandoned in 1952, one of the Louie's ubiquitous small diesel road-switchers, an Alco RS1, took over. By then, trains 341 and 342 were scheduled to run just on Tuesday and Friday, with a 2 a.m. departure from M-town and a theoretical return at 9 a.m.

The remaining 29.3 miles east of Roland carried on well past 1960, when Chicago & North Western absorbed the M&StL. The 10.5 miles between Zearring and Roland were abandoned in 1977, and the last 19.1 miles west from Minerva Junction to Zearring in 1981, ending service on another of Iowa's multitudes of rural branches. ■



The conductor peers out from caboose 1186 at McCallsburg as the eastbound train crosses the Rock Island. Once in a while he would have a passenger as company.



Zearring had the only standpipe on the branch east of Story City, so taking water here was a routine task, as on this run with 2-6-0 310 on September 13, 1941.



With engine 304 on the point in early summer 1946, the Story City train's engineer poses by his steed on the branchline track next to the main at Minerva Junction, while his conductor calls the dispatcher for permission to return to Marshalltown.

WORKING THE STOCK YARDS TRANSFER

Ride along on a 2-8-2 with a young C&NW brakeman on a trip across Chicago

By Robert A. Janz



In 1952 I worked out on the Chicago & North Western as a Galena Division trainman and was assigned to the Proviso extra board. Frequently I was called for the transfers and other jobs that ran between C&NW yards and "foreign lines" hauling interchange traffic. One of the assignments I looked forward to was the 2:30 p.m. Stock Yards Transfer.

The job operated out of the Proviso yards in suburban Bellwood, hauling mainly perishable traffic to terminals on Chicago's South Side. Deliveries were made to C&NW's Wood Street Terminal, the Chicago Produce Terminal (an Illinois Central-Santa Fe facility), and the Union Stock Yards on the Chicago River & Indiana Railroad.

To reach these terminals, the Transfer ran east from Proviso on the Galena Division main line to Kedzie Avenue interlocking and then south on the Rockwell Street Line, which turned east into the Wood Street Terminal at 14th Street and Western Avenue. Our trackage ended there, and the Transfer continued south on the Chicago River & Indiana. The train returned to Proviso with cars pulled from the CR&I and the Illinois

Northern, a small switching road.

First, let me introduce the Stock Yards Transfer crew I worked with from time to time. Railroad men have a penchant for nicknames, and this crew had its share. The engineer was "Bull" Siebert, an easy-going, well-respected old-timer with seniority dating back to the turn of the century. He was a big man, strong as a bull, perhaps explaining the name. Bull loved running the class J-A and J-S Mikados that were common power for Proviso-based transfers.

Most engineers would trade off with their fireman, but Bull enjoyed running so much that he surrendered the throttle only when he wanted to eat his lunch. The usual fireman was "Red" Melton, so named because of his flaming red hair. He was a qualified engineer and would be set up running at times, but would always return to the Stock Yards job when set back, just so he could work with Bull.

On my first day with the crew, during summer 1952, Red told me that Bull was a showman with a locomotive, especially when he had an audience. "A westbound scoot [suburban train] is due at Kedzie Avenue station at 4:40. Bull

times it so we'll get there just before it arrives so we'll be held at Kedzie interlocking for the scoot to pass. He'll make a 'grandstand' stop there, thinking the commuters will notice how smooth he handles a freight train. When their train arrives, making a typical 'stonewall' stop, he imagines they will wonder why their engineer can't do as well. Just watch, you'll see what I mean."

The conductor, "General" Grant, was another old-timer. The other brakeman on the job was Ike. He wore lace-to-toe boots, and the way he tucked his overalls into them gave him the appearance of a long-legged bird, so of course his moniker was "Bird Legs." The entire crew was amiable, never a cross word, a pleasure to work with, and always tolerant with me even though I was still wet behind the ears. My nickname? "The Kid." I was only 18 then!

ON DUTY AT PROVISO

In a routine that seldom changed, the job began at the east end of Proviso's Yard 5, the lower end of the hump yard. Ike and I would first switch out the General's waycar (caboose). All the terminal waycars were laid up on a spe-



Stock Yards Transfer runs began and ended at the Proviso yards, 13 miles west of downtown Chicago on C&NW's east-west main line. In an eastward view from the 1940s, freight cars roll down the hump, which was used to add waycars to the Stock Yards and other runs.

Allison-Lighthall photo for C&NW



From top: H. Olson, R. H. Kennedy, Ed Selinsky; all from Robert A. Janz collection

Class J-S Mikados like No. 2451 (top) and J-A's like 2494 (middle) were standard Stock Yards power; J-S's had stokers, while J-A's had stokers, Boxpok drivers, higher steam pressure, and bigger tenders. Waycars rode on passenger-style trucks and were assigned to specific runs.

cific track in Yard 5. The waycars were wood with steel underframes, and a dozen or more were on the track. Their assignments were identified by small black signs with the job name stenciled in white above the car number. Jobs operating out of Proviso included the Ginger Bread, Flash, Auction, Per Diem, Leavitt Street, and Pan Handle transfers plus various "roustabouts," as some local switch jobs were called.

When we had the waycar switched out we'd shove it through a clear alley up to the west end of Yard 5. Hump operations would be halted so the car could be spotted in a retarder and held in place. The engine would then uncouple and move away, leaving the car

standing. Then the retarder was released, allowing the car to roll down onto the rear of the train. Ike rode the car, controlling its speed with the hand brake. This was an everyday move at Proviso by both North Western and foreign-line crews.

We'd return on the engine to the east end and make up our train by doubling up three tracks. Each track contained a block of cars that had been classified over the hump for our train. First we'd pull the Wood Street block, then double over to the CR&I block, and finally the Chicago Produce Terminal block. The train generally totaled 60 to 70 cars, mostly loaded refrigerator cars. The Wood Street and CPT cars were loaded

with produce, while the CR&I block carried dressed meat.

Other than waybills, lists of our consist and tonnage, and a brake test, there were no more formalities. The train ran as an extra. The Special Instructions section of the employee timetable provided for the operation of extra trains without clearance forms or train orders between Geneva and Chicago, which included the territory east of Proviso.

When the train was together, the car inspectors conducted the air-brake test. The brakes had been checked earlier using yard air, but it was necessary to make a set and release from the engine. On a signal from a car inspector at the waycar, Bull set the brakes by placing the automatic brake valve in the service position, drawing off about 10 pounds from the brake pipe. He'd sound one long whistle to indicate the brakes were being applied. Then he placed the brake valve in the lap position to hold the brakes applied, and he watched for leakage in the brake pipe.

When a signal to release was given, Bull placed the brake valve in the running position and sounded two long whistles to indicate the brakes were being released. If the brakes applied and released on the waycar and there was little or no leakage in the brake pipe, the test was satisfactory and the train was ready for departure. The General then gave us a highball, which Bull answered with two long whistles.

A switch tender at Harbor Hill and a towerman at JN interlocking at the east end of the yard were then advised by the yardmaster. Typically, we'd hear a loudspeaker announcement, "Harbor Hill, JN tower, the Stock Yards man has a highball." JN tower would advise Kedzie tower, who would in turn advise the switch tender at Lake and Rockwell, and so on until everyone along the way was aware of our progress.

RIDING THE 2-8-2'S CAB

My place while under way was on the engine. Sitting behind Red, I'd watch Bull start the train. He'd open the cylinder cocks, sand the rail, shove in the slack, then put the reverse lever all the way forward and tug the throttle halfway out. Steam built up in the Mikado's cylinders, and when she began to move forward with a few sharp barks, Bull closed the throttle part way to keep her from slipping.

While the cylinder cocks were open, alternating jets of steam and accumulated water pulsed into the air, creating great clouds that dissipated into a fine mist. When Bull figured the slack was all taken up, he tugged the throttle out

a little more when the exhausts increased in intensity. He looked over at Red and me, grinning with satisfaction.

Bull was a master of his craft. All this was on a fairly stiff uphill grade through Yard 4. The engine spewed smoke and cinders into the sky as we climbed toward Harbor Hill at the east end of the yard. By this time, because of the noise, normal conversation in the cab was impossible. When we passed under Mannheim Road, whose viaduct spanned many yard tracks, exhausts mushroomed against the bridge, filling the cab with smoke.

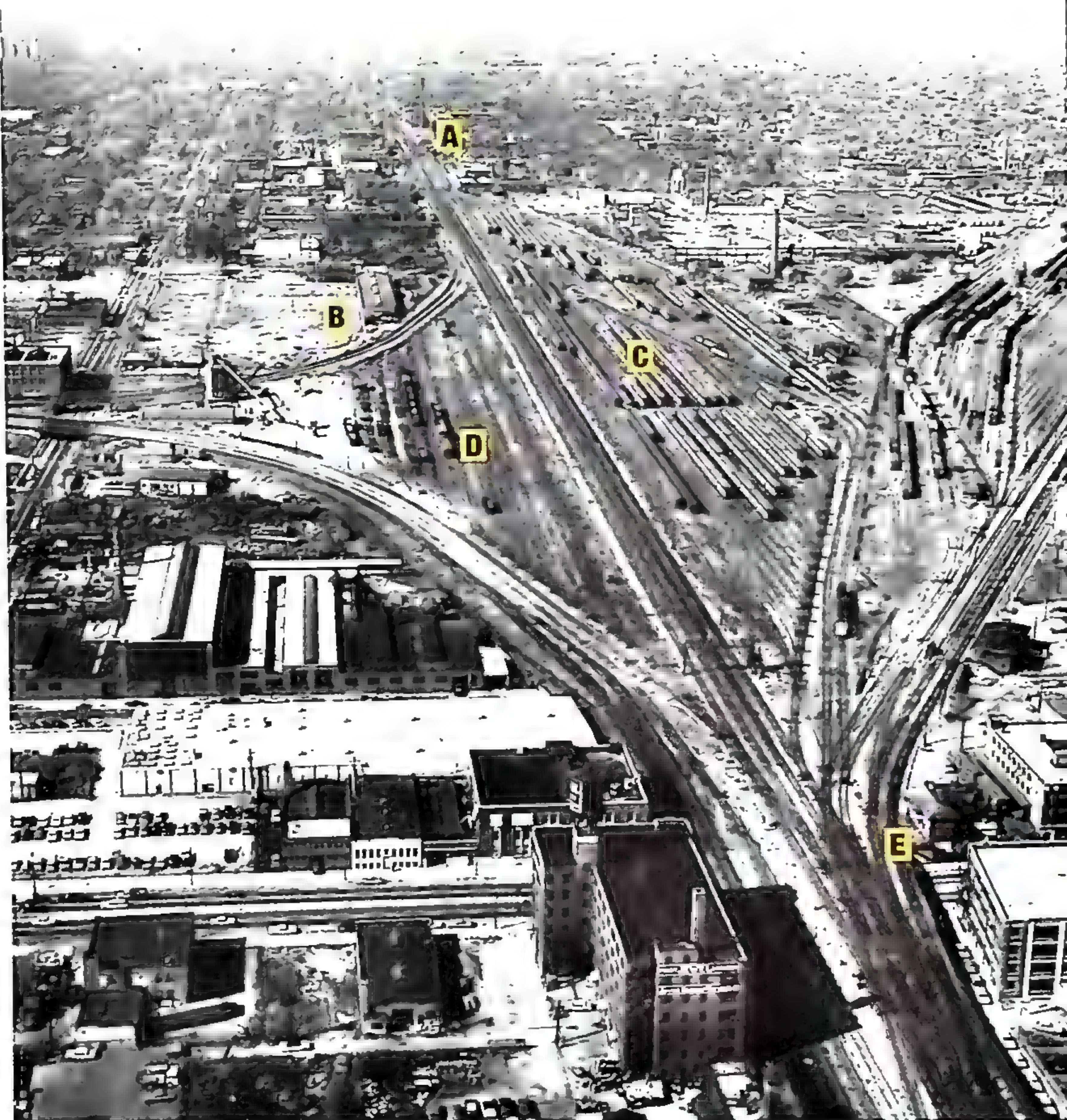
Several leads, running tracks, and yard mains joined at Harbor Hill, where there also was a connection up to the Indiana Harbor Belt. The switch tender stationed there gave us a highball, which we yelled across the cab to Bull.

We continued on, through the maze of switches toward the top of the hill. Bull depended on us to watch for signals because of the curves ahead. We swung to the left, passed over the crest of the hill, swung to the right, and started downhill onto the City Lead. Bull had her shut off and we were just drifting, letting the train push us along. At the end of the lead, a yellow dwarf signal indicated proceed, so we shouted "Yellow!"

About halfway down, we swung left again, blocking Bull's view as we passed under the IHB. It was up to Red and me to watch for the next signal. "Yellow!" we called again, and Bull tugged out the throttle gently to pick up the slack that had run in as we drifted along.

It was 4:10 as we pulled out onto the main line. A check of the timetable indicated we were about 20 minutes ahead of train 64, the next eastbound scoot. Our run to Kedzie interlocking, about 9 miles, where we would be routed south to the Rockwell Street Line, normally took about 20 minutes. The scoot behind us was due at Kedzie Avenue at 4:55. That gave Bull plenty of time to get into position before the arrival of the next westbound scoot (train 45) so he could demonstrate his train-handling expertise at Kedzie Avenue station.

The run to Kedzie was uneventful. Bull dogged along in no apparent hurry. The westbound platform was crowded with passengers waiting for 45 as we arrived, and the interlocking signal ahead was red. Because of C&NW's left-handed operation, we'd have to cross the scoot's track to access the Rockwell Street Line. Bull set the brakes on the train, holding the engine brakes in release, but did not reduce the throttle, keeping the slack stretched. The effect was to smoothly slow the train. He



C&NW

After stopping grandly at Kedzie Avenue ("A" in this westward view), the Stock Yards would use the west leg of the wye (B) to head south on the Rockwell Street Line. Flanking C&NW's main line are California Avenue Yard (C), South Yard (D), and Western Avenue/Tower A-2 (E).

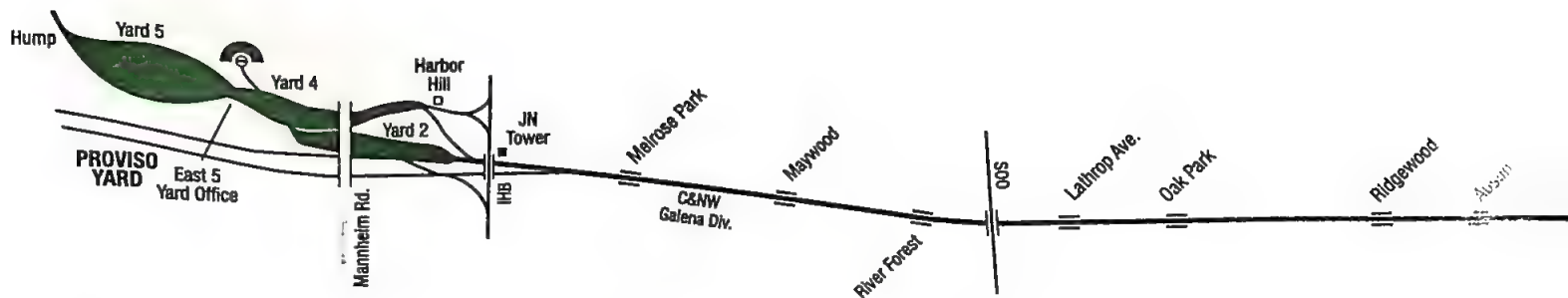
began to ease off on the throttle, working steam right up to a textbook stop at the signal. Sitting on his seat grinning from ear to ear, he tried to look nonchalant, as if to say there was nothing to it!

Ahead to the left was the California Avenue coach yard, where passenger cars were stored and serviced. To the right was South Yard, a freight facility within the wye that led to the Rockwell Street Line. Certain passenger trains backing out from the downtown depot would use this wye to turn their cars before laying up at the coach yard.

I stood in the gangway behind Bull to watch the arrival of scoot 45. As it approached in full "stonewall stop" mode, its coaches trailed blue smoke

from chattering brake shoes. The leading edge of the truck frames dipped downward from the force of the application. The sudden deceleration caused seated passengers to lean forward, but they appeared unconcerned by this routine practice. As the brakes were released, the truck frames righted themselves with a sigh. In a few moments the train pulled out of the station, accelerating with each turn of the wheels as if on a holy mission.

When our signal cleared, Bull started her up, cylinder cocks open, reverse lever in the front corner, thunderous exhausts filling the sky. Beyond the signal we swung to the right, clattering across the interlocking plant as we left the



C&NW

The Stock Yards Transfer came down the Rockwell Street Line ("A" in this west-facing view) and entered Wood Street Yard (B); the engine ran around the train, uncoupled from the Wood Street block, and went south, tender-first, on the CR&I (C). Other features: CB&Q main line (D), Western Avenue team tracks (E), Ryerson Steel (F), and B&OCT (G) to Grand Central Station.

main line. A few city blocks east, we skirted South Yard on the west leg of the wye and turned south on the Rockwell Street Line.

On this line, North Western switch tenders were located at Lake Street, Taylor Street, and Ogden Avenue. At crossings and junctions with other rail-

roads that were not protected by interlocking plants, "stop" boards were in place. A complete stop was required at many locations even though a signal was cleared or a switch tender had given us a highball.

The Rockwell had three tracks between Lake Street and Ogden Avenue.

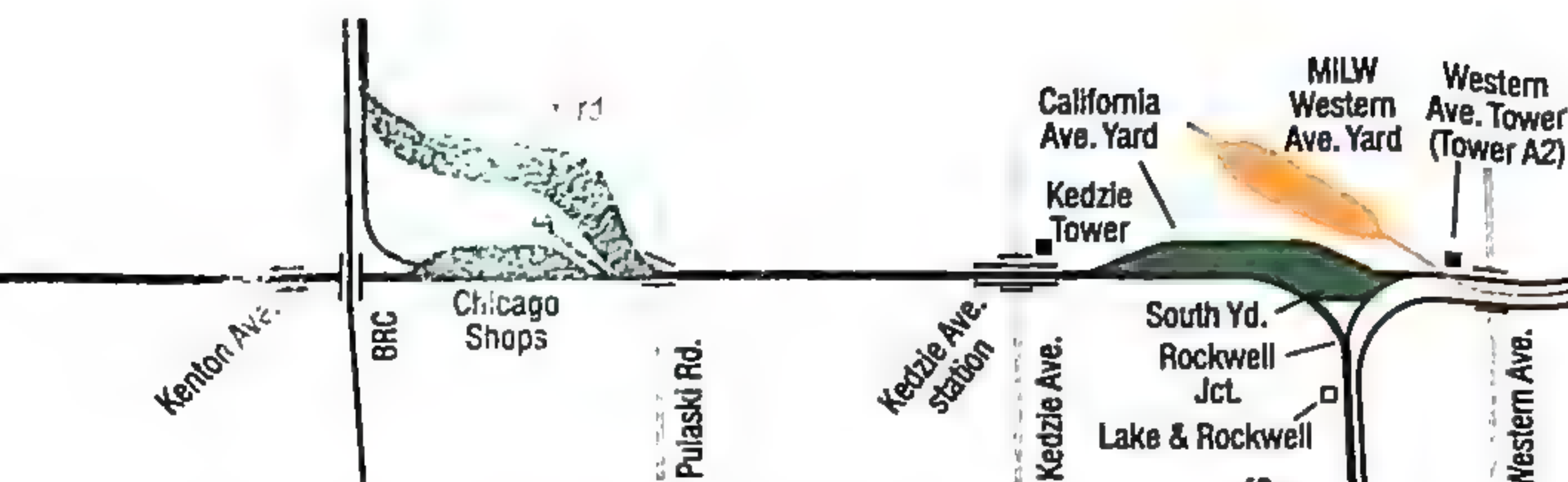
The west track was an industrial lead that also was used as a running track and as a tail track by passenger trains turning on the wye. The two other tracks were operated as main lines. To the east were three Pennsylvania Railroad tracks that paralleled the east leg of the wye, then ran alongside to Taylor Street, where they crossed our tracks and continued south. Both the C&NW and the Pennsy were operated "on sight" at restricted speed. At Taylor Street were direct connections to the PRR and the Baltimore & Ohio Chicago Terminal Co. Traffic moving south through Taylor Street switched from C&NW's left-hand running to right-hand operation.

Two wyes overlapped each other between Taylor Street and Ogden Avenue. The north leg of the C&NW wye connected the Rockwell Street Line to the Wood Street Terminal; the other two legs were formed by connections of C&NW and CR&I at 14th Street. The CR&I tracks were also operated "on sight" at restricted speed. The second wye was the B&OCT.

Beyond Taylor Street, a crossing of the north leg of the B&OCT wye at Great Western Junction was manned by two B&OCT switch tenders. At Taylor Street, we'd wait for highballs from both the North Western switch tender and the B&OCT switch tenders, who used green flags or lanterns. After receiving highballs from both, we crossed the north leg of the B&OCT wye. Farther south, we headed around the north leg of the North Western wye, where the Ogden Avenue switch tender routed us toward the Wood Street yard (today, the site is the Global I intermodal yard). Before entering the yard we crossed the interlocked south leg of the B&OCT wye at Western Avenue Junction.

When the rear of our train was in the clear at the west end of the yard, I'd cut the engine off. But before I could, Bull would have a story to tell me. He'd kill a few minutes by telling me a story or a joke every time I had to get off the engine. When Bull finished his story, I could cut the engine off so we could return to the west end.

When the engine was lined up to a clear track, I boarded the trailing footboards for the ride to the rear of our



train. The 2-8-2's side-rod brasses made a clanking sound as the rods revolved on their pins. She seemed to be talking to herself as she rolled along, sloshing from side to side, rising and falling over the uneven trackage. I was right below the smokebox where I could hear all this, especially her soft exhausts as she ran backwards through the yard.

At the west end, I'd tie on to the waycar and watch for Ike, who would make a cut between the Wood Street and the CR&I blocks. On his signal, the slack was bunched and we'd pull away. The waycar would remain between the engine and the cars for the rest of the trip south. It would be almost 7 p.m. by the time we were ready to continue on.

Leaving Wood Street, running tender first (all the way into the CR&I yards), we'd back around the south leg of the wye, onto the CR&I connection at 14th Street. There were no formalities or communication with a dispatcher: If there were no conflicting movements, we'd pull out and cross over to the southbound track, then continue south at restricted speed.

SUPPERTIME IN THE WAYCAR

Progress was always slow, and we'd stop several times behind other trains or at crossings, often for the better part of an hour. Although I enjoyed riding in the cab, there was no need for me to be on the engine leaving Wood Street. It was far more comfortable in the waycar. By now it was suppertime and, after washing up, we gathered around a pull-down table to eat our lunches. During the winter, we'd use the caboose stove to brew tea or coffee and to toast sandwiches. In good weather, we might have iced tea, lemonade, or soda pop to ease our parched throats. Waycars that were assigned to regular jobs were always kept neat and clean by their crews. Most were mounted on well-sprung, passenger-style trucks and rode like baby buggies. This quality made them conducive to a short snooze now and then.

Next to us on the west side was the B&OCT's double-track main line. Beyond that were the three Pennsy tracks, a small yard, and a massive Ryerson Steel plant. Along the way there were local industries on both sides. Trains

from just about every railroad in the city could be found on the CR&I, B&OCT, and Pennsy tracks here.

Continuing south, we passed under the Burlington Route main line at 18th Street. At 26th Street, we crossed the Illinois Northern and passed its engine terminal and McCormick Station freight house. The IN, known as the "Hook and Eye," was once owned by International Harvester. The 28-mile IN had been powered by a fleet of 0-6-0's, but by 1952 it had been dieselized with six Alco S4's. In addition to providing switching service to the extensive Harvester Works, the line served numerous industries and connected with various railroads. On

ROUTE OF THE STOCK YARDS TRANSFER



- Interlocking tower
- Switch tender

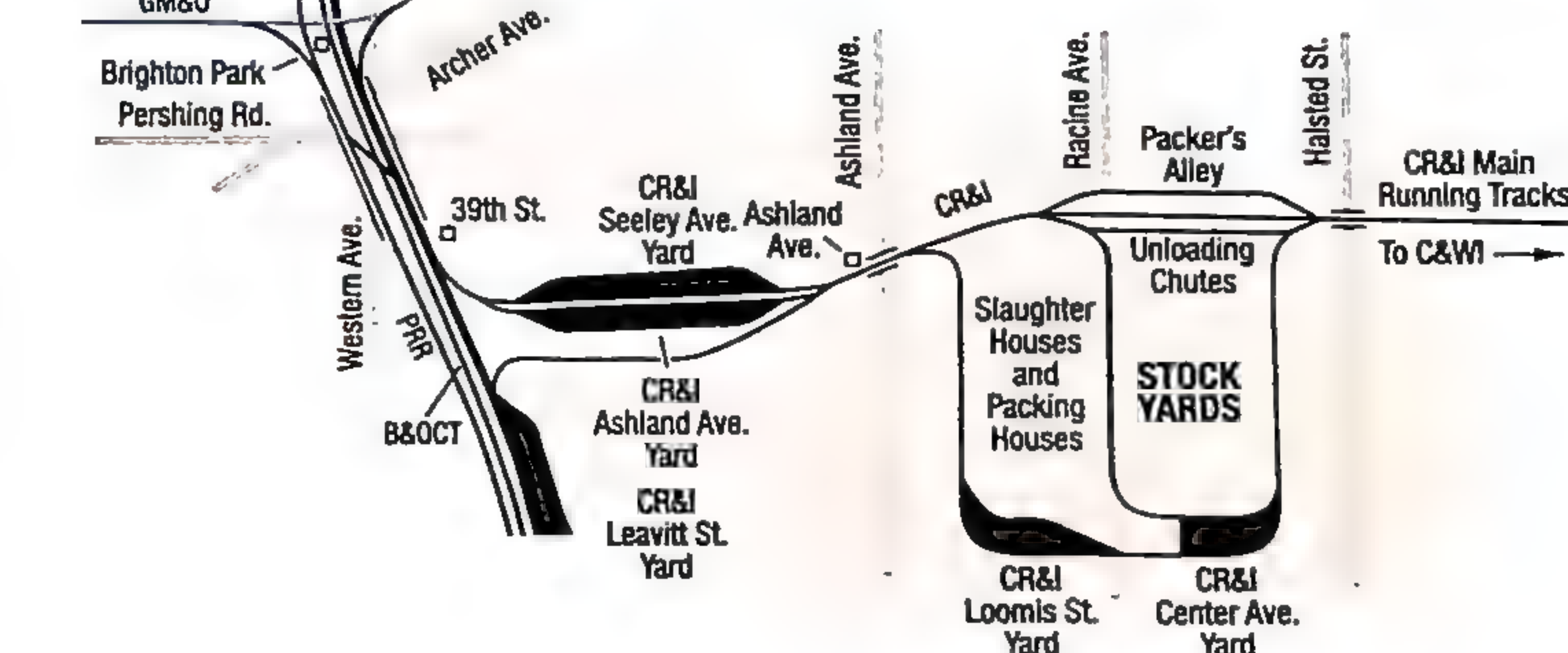
AT&SF	Atchison, Topeka & Santa Fe
B&OCT	Baltimore & Ohio Chicago Terminal
BRC	Belt Railway of Chicago
CB&Q	Chicago, Burlington & Quincy
CR&I	Chicago River & Indiana
GM&O	Gulf, Mobile & Ohio
GTW	Grand Trunk Western
IC	Illinois Central
IHB	Indiana Harbor Belt
IN	Illinois Northern
MILW	Milwaukee Road
PRR	Pennsylvania

Not all lines and features shown

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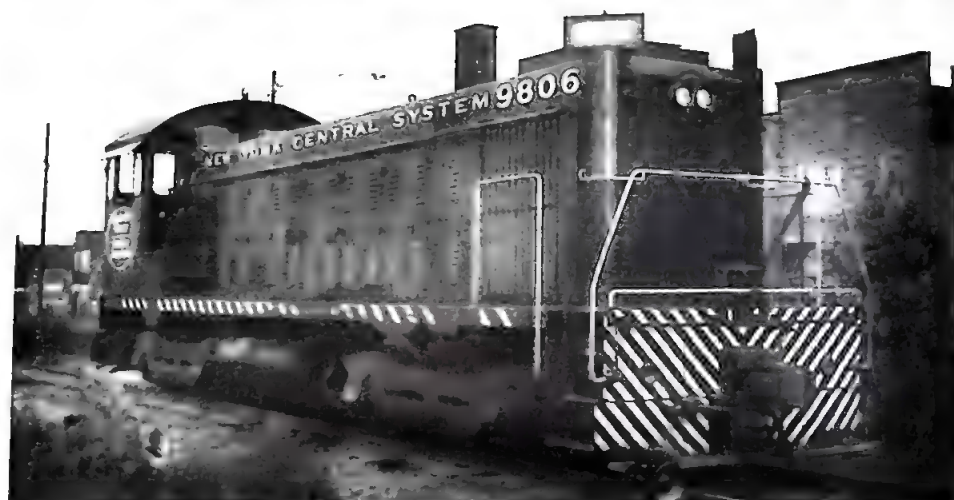
More online

See a timeline of a typical run of the Stock Yards Transfer at our Web site, www.ClassicTrainsMag.com



our return trip there would be a pick-up for us on the interchange tracks.

Eventually we reached the Sanitary and Ship Canal at 31st Street, then, just across the moveable bridge, Ash Street Tower. Four tracks of Santa Fe's main line and IC's Iowa Division crossed the CR&I, B&OCT, and Pennsy there. The interlocking was a combination of tower-operated switches and signals and a switch tender operating certain switches by hand. About a half mile to the east, between the canal and the ATSF and IC tracks, was the Chicago Produce Terminal yard. We would use a connection south of the crossing that swung off to the east to make our CPT setout.



Top, J. David Ingles; above, Robert A. Janz

Illinois Northern, with which the Stock Yards Transfer interchanged cars, owned six Alco S4 switchers, including No. 32 (top). Chicago River & Indiana hosted the Transfer south of 14th Street; Lima switcher 9806 is lettered for parent NYC System and, in an oval on the cab, CR&I.

Ike would make a cut, leaving the CR&I block standing north of the crossing, and we'd pull across the interlocking plant to clear a hand-operated crossover. The switch tender there would line the switches onto the connection. The tower would establish a route to cross the Santa Fe and IC, and clear a signal allowing us to shove around the connection and down to the produce terminal.

During this move, Ike and I would work on top of the cars to pass signals to the engine. After we delivered the CPT cut, we headed back onto the CR&I and then moved north to our train. In the summer, the sun would be setting by this time and we'd need our lanterns when we reached the CR&I terminal.

On the west side of the Pennsy tracks at 35th Street stood the Campbell's Soup kitchens, the source of savory aromas that drifted throughout the area. During late summer, the air was heavy with the scent of fresh tomatoes. A Pennsy switch engine was kept busy switching stock cars fitted with special racks to accommodate the fragile tomatoes. On the roof of the main building, a water tower

decorated like a Campbell's soup can served as a Chicago landmark for years.

At 37th Street, the line crossed the Gulf, Mobile & Ohio main at Brighton Park. The crossing was protected by stop boards and semaphore signals operated by a switch tender. The signal masts extended upward from a shanty between the B&OCT and Pennsy tracks. This was one of the places where a complete stop was required even though a semaphore indicated proceed.

From there, the line passed over Western Avenue, Archer Avenue, and Pershing Road on a long viaduct and turned east into the CR&I yards. A switch tender at 39th Street and another at Ashland Avenue controlled movements on four running tracks through the yard. As we moved along, loudspeakers announced our arrival, number of cars, and what track we were on.

SMELLS OF THE STOCK YARDS

The unmistakable odor of livestock and slaughterhouses permeated the air as we pulled in. Livestock traffic had diminished overall, but the slaughterhouses continued in operation to a less-

er degree. The meat products in train would be processed there and shipped to local distribution points. To our right was Ashland Avenue yard, CR&I's inbound yard, where we would set out the rest of our train; on the left was Seeley Avenue yard, the outbound yard, where cars for Proviso waited.

At the east end of the yard complex, the tracks crossed Ashland Avenue on a wide overpass. A switch tender had our train lined up straight across a row of puzzle switches on the overpass. These particular switches were best left to the switch tenders. They had moveable frogs and points operated by a switch stand at each end and caused no end to confusion to anyone not familiar with them. They were a maze of moving rails and parts: If one end or the other was not lined properly, there was a possibility of breaking something, or worse, going on the ground. With the switch tender's help, we soon had the cars set out on a clear track in the yard.

Towing the waycar, we proceeded on a running track for water at a location known as Packer's Alley. Beyond Ashland Avenue, the tracks descended to street level where there were acres of stock pens—the Union Stock Yards.

At the water plug, Red would scramble up onto the tender and I'd swing the spout over to him from below. While Red filled the tender, Bull would get down with the long-spouted oil can and a hammer to look over the machinery. With a squirt here and a tap there, he'd oil and tighten loose parts. Looking closer, I got the impression he was even talking to the engine. It was obvious he was fond of running steam.

When Bull and Red were finished with their chores, we'd cross over to a westbound running track and shove west beyond Ashland Avenue. At the east end of Seeley Avenue yard, we'd tie the waycar onto the cars for Proviso. The majority were empty reefers returning to packing houses out west. Then I would take the engine through a clear alley and tie onto the west end. The car inspectors had already worked the brakes with yard air and would make a set and release test with our engine.

While the test was being made, Ike would bring our waybills and consist up to the head end. It was a standard practice to carry the bills on the head end of trains going to Proviso. They would be handed off to a clerk at Mannheim Road and sent via pneumatic tube to the administration building. When the inspectors were finished, the General would give us a highball. If there were no conflicting movements, we'd pull right out and be on our way home.



C&NW photo, Robert A. Janz collection

BACK HOME AFTER MIDNIGHT

After short delays at Brighton Park and Ash Street, we arrived at the Illinois Northern to make the pickup, usually a couple of dozen cars. Bull would stop short of the switch to the interchange track and I'd cut the engine off. Then he'd pull up to clear the switch and I'd line it toward the pickup. But instead of backing in, the engine would run me up to the yard office for the waybills and then it would go back to the pickup.

Creaky wooden stairs inside the enginehouse led to the office, a typically dingy railroad facility with well-used desks and battered file cabinets. "Ready in a minute, Kid," a clerk would say as he was organizing a pack of waybills and writing a consist. During the time I was up there, Bull had backed down to the pickup, where Ike, who had walked up from the waycar, was waiting.

Many of the cars in the pickup were less-than-carload lots of International Harvester parts ordered as replacements for worn-out farm equipment. The parts had been consolidated at the McCormick Station freight house into cars for common destinations. Along with cars from other lineside industries, they were placed on the interchange tracks.

By the time I had the waybills and

Proviso's 58-stall roundhouse dominates this west-facing view from the coaling tower. Also visible are sand and cinder storage areas, water tanks, hopper cars filled with locomotive coal, and several engines, including 2-8-2 2568 (facing camera), 4-8-4 3025, and 2-8-4 2812.

consist, the train was all together, and an air test was being made. A highball from the General back at the waycar indicated the test was satisfactory. It was after 10 p.m. by now.

At 14th Street, we got back on North Western rails, although still operating to the right. At Great Western Junction, the B&OCT switch tenders would send us on to Taylor Street, where left-hand running resumed.

Occasionally we'd be delayed for a short time by passenger equipment being turned on the wye at Lake Street. Or we might wait east of Kedzie while a westbound scoot passed by. Our runs west on the main line were generally uneventful, and soon we were pulling into the east end of Proviso. At Mannheim Road, we'd stand in the clear while burly class M-4 0-8-0's stormed back and forth on the leads to Yards 6, 7, and 8. Eventually the switch tender would line us up into Yard 7. As we pulled in, we handed off the waybills to a waiting clerk.

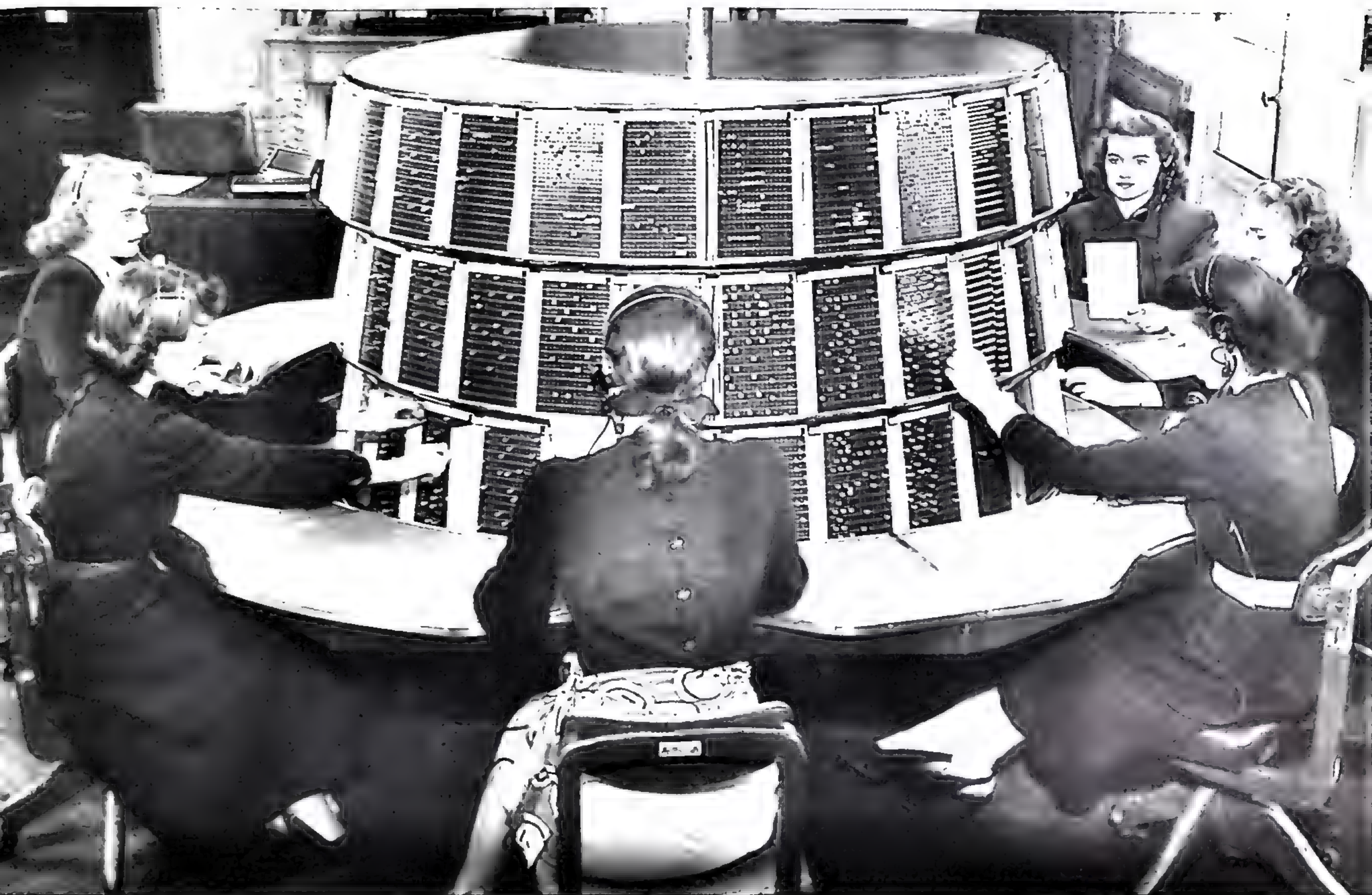
Even before we stopped, arrangements were already under way to switch some of the cars of International Har-

vester parts into the freight transfer house for further consolidation. The empty reefers would be sent west on the second section of train 253, departing around 2 a.m.

When we got to the west end of Yard 7, we often waited while a yard crew with another M-4 finished switching a cut of cars. When the lead was clear, we'd return to the east end, pick up the waycar, and shove it over to Yard 5. Then the engine went to the roundhouse.

After three years away from the railroad in military service, I returned in 1956 to find numerous changes had occurred. Steam power was almost a thing of the past, and I learned that Bull had retired. He and Red had come to work one day to find a diesel standing on the ready track instead of the usual class J. Bull called the roundhouse foreman and asked where his engine was. The answer was, "What you see is what you'll get from now on." Bull grudgingly ran the diesel for a few hours and then called Red over, saying, "Red, you run it—that's it for me." When they tied up, Bull marked off and retired. The joy for him was gone. ■

Workin' on the Railroad



Reservations in the round on the C&O

In late 1947, near the peak of Chairman Robert R. Young's bullishness about railroad passenger traffic, the Chesapeake & Ohio opened a new central reservations office at Huntington, W.Va. Teams of "reservationists" sat around four circular units, each composed of three revolving drums, corresponding to eastbound sleeping-car space, westbound sleepers, and east- and westbound coaches. Each of the drums was made up of panels in which plugs were inserted when a train was first made available for booking, as much as 56 days in advance of its day of operation. As space was sold, the plugs were removed and the reservation written on diagrams stored alongside each panel. Travelers telephoning the bureau were connected to a headset-wearing reservationist at the appropriate desk. Thanks to the likes of IBM—not to mention Ford, GM, Boeing, and Lockheed—such installations on C&O and other roads would soon no longer be needed.



Two photos, Chesapeake & Ohio

The Way It Was

Open-hearth light show: Benwood at night

From a B&O 0-8-0, an awesome sight of Wheeling-area steelmaking



Baltimore & Ohio

No photos of author Tanner's nighttime experience exist, but Pittsburgh steel mills and a B&O 0-8-0 at Connellsville, Pa., help set the mood.

At night the atmosphere in many railroad yards was completely different than during the daytime. Although few railroaders would admit it, there were scenes that pleased both the eye and the psyche: The colors of the switch, derail, and rip-track lights; locomotive headlights; lantern signals; soft lights over gauges in locomotive cabs. Add to these, on my employer, the Baltimore & Ohio, the unique color of lunar white on dwarf signals. Set all this in an environment with drifting smoke and fog rolling in from the Ohio River in the early morning hours, and you have a stage setting never seen in the daytime.

Specifically, on one night shift in the early 1950s in Benwood, 5 miles south of Wheeling, W.Va., our yard crew witnessed a dramatic sight that few people have seen. I was fireman on our engine, an old 0-8-0.

Our vantage point was on the high part of a grade of a large reversing loop. Beyond the upper edge of the yard and the reversing loop was a steel mill, and high above the entrance to the loop was a long, elevated approach to the B&O bridge spanning the Ohio River. The elevation was necessary because the

Ohio is a navigable river. Older bridges spanning navigable waterways had to be high enough to clear boats (years before, steamboats with tall stacks) during periods of high water.

The large, 0.6-mile reversing loop was used primarily for westbound passenger trains out of Wheeling, headed for Cleveland, Chicago, or Cincinnati. They would depart the Wheeling station ["When the B&O Ruled Wheeling," Fall 2000 *CLASSIC TRAINS*], travel 4.4 miles to the south, and enter the loop. At the upper end of the loop, at the edge of Benwood Yard, the trains would pass through two double-slip switches and go upgrade past the small Benwood station. At this point the train would have completed a 180-degree turn.

Continuing upgrade on elevated tracks, it would cross high over the



Jim Shaughnessy

entrance to the reversing loop and travel in a northwesterly direction until it reached the bridge over the Ohio River. (B&O's passenger station at Bellaire, Ohio, at the west end of the bridge, was up on the third floor of the building.)

About 3 a.m. on this early summer night, the yardmaster at the Upper Yard Office told our crew foreman that a boxcar containing valuable machinery had to be turned because

it could be unloaded from only one side. He also said that once that was done, to stay out of the yard for a short time because space was needed for an important incoming freight train.

We coupled onto the boxcar, backed out of the yard onto a main track and through the first double-slip switch. Once clear, we went forward and up and around the top of the loop, then

stopped on the high point of the loop. A brakeman set the handbrakes on the boxcar, and then uncoupled it from the front of our 0-8-0.

We backed around, went through the slip switch, set it for the proper direction, and then backed down the south-bound main track several hundred yards until we came to the switch at the bottom of the loop. There we stopped; the switch was thrown, and we went up and around, slowed, and coupled onto the boxcar from the other end. Once we had backed down through the loop and entered the yard again, the boxcar would be properly turned.

We'd been told to stay out of the yard for a while, and since no passenger trains were scheduled to use the loop for hours, we could park there. The engineer and I hauled out our lunch buckets and enjoyed a sandwich and some coffee. The rest of the crew sat on the ends of ties and relaxed. It was a dark, moonless night, and, oddly enough, tonight there was no fog moving in from the river.

Soon a long freight train powered by a big 7100-series 2-8-8-0 Mallet chuffed slowly across the bridge from Ohio and

started down the long, curved track that led past Benwood station and into the upper end of the yard. During the warm months, coal moved out of the north-central West Virginia coalfields and up the Ohio River valley to Benwood, crossed the river, and was hauled upgrade to Holloway, Ohio. From there, in several stages, the coal was taken to the transloading docks on Lake Erie at Lorain, Ohio, to be transported by lake boat to northern and western markets. B&O trains would bring iron ore and other raw materials from Lake Erie down to the steel mills in the Wheeling area. As long as the Great Lakes ports remained open, the B&O carried loads both ways.

The train we were waiting for was returning with a long string of gondolas loaded with manganese, an ore needed for certain types of special steel. Manganese is extremely heavy—in standard gondolas, it was loaded only above the trucks at either end of the car. From a distance, the only indication the cars were loaded were small mounds of ore visible above the sides of the cars.

Just as the train on the elevated track came between us and the dim lights of

the Benwood steel plant, the night sky was lit up by a huge red-orange light. The immense glare lit the lower side of the steel mill, Benwood Yard, and nearby houses on both sides of the river.

The steel company used the open hearth process to make steel. Fourth of July fireworks in a big city would appear anemic when compared to the Technicolor operations at an open hearth furnace.

The demand for steel during World War II and for years following was insatiable—production went on 24 hours a day. Open hearth operations were hardly noticeable during daylight hours, but at night they produced spectacular displays of light.

Our entire crew watched in silent appreciation as the train with its loads of manganese ore was outlined against the glare from the plant where the molten steel was being poured. The industrial strength of our region more than 60 years ago was summed up in that awesome view of the silhouetted train passing in front of the pyrotechnic display at the steel mill.

It was a stirring sight, long to be remembered.—*Borgon Tanner*



George Krambles; Krambles-Peterson Archive

Action at an historic junction

Kensington, Ill., was born as railroad town Calumet Junction in 1852, when Michigan Central came in from the east to connect with Illinois Central—Chicago's first rail junction, which linked it with the U.S. network. Interurban Chicago Lake Shore & South Bend reached here in 1909 on IC's Kensington & Eastern, and four decades later, in August 1950, NYC's *Twilight Limited* for Detroit clears the IC as two 1926 IC electric suburban trains pass at left.

'Wanna ride along with us?'

Sure, I said. But I couldn't—how would I get back?

Over the years, I'd bet most of us non-railroaders who've been out taking train pictures have received a spontaneous invitation from an engine crew we encountered. These days it rarely happens, but that's American society for you, and not a story from the "golden years of railroading." And how many times have we had to decline such a kind invitation?

Before my employment with TRAINS began in 1971, two such invitations stand out in memory. The second, on the eve of Amtrak when I went east to cover some lines and trains that would be gone come May 1, was an invitation I could take advantage of. It came on the Penn Central in Indiana, during a

station stop on Chicago-Cincinnati train 66, when I went forward to take a photo. The engineer leaned out and invited me up into his E7's cab, and after making sure the conductor knew where I was (since my bags were in the coach), I rode up front for a couple of station stops, then went back to the cushions.

I could not accept the previous invitation. The date was Sunday, April 21, 1968. I was employed by the morning newspaper in Springfield, Ill., which meant I went to work at 5:30 p.m., usually except Friday and one other evening each week. I was prowling around East St. Louis, 90 miles from home and a frequent "target" for photography, as it was served by 13 Class 1's plus a few

terminal roads and short lines.

I'd been drawn south by a charter move on Norfolk & Western's *Blue Bird* of the open-platform heavyweight parlor car *City of Lafayette* and two coaches, by a group of friends in the Michigan Railroad Club I knew from my old Detroit-area days. They'd come down on the rear of the *Wabash Cannon Ball* on Saturday and were going north to Chicago this next morning [pages 32–33, Winter 2009 CT]. After visiting with them and taking photos at St. Louis Union Station, I drove over to Granite City, Ill., for a farewell photo sequence. Then I began moseying around, having the rest of midday free to kill.

By the time I was offered the cab ride, already in my notebook for the day were shots of such things as Chicago & Eastern Illinois FP7's and Geeps, PC's St. Louis passenger trains with E8's still in PRR Tuscan red, a rare Louisville &



Four photos: J. David Ingles

It's April 21, 1968, and a Southern freight is preparing to leave East St. Louis. After the engineer backed up to clear the Alton & Southern diamonds, he invited me into the cab. An A&S transfer went west, then the Southern left. Mid-train were two SD45's and a "remote control car."

Nashville F unit, Illinois Central's *Green Diamond*, and two Norfolk & Western transfers, one behind a "Pocahontas region" high-nose GP35.

Then I was out in southern East St. Louis at a diamond whose name I never knew, where Southern's St. Louis main crossed the belt line of terminal pike Alton & Southern. The site is just east of Southern's cramped Coapman Yard.

A Southern freight was getting ready to depart for points east, which would be Centralia, Mount Vernon, and Mount Carmel, Ill.; Princeton, Huntingburg, and New Albany, Ind.; and Louisville, Ky. Up front were an SD35 and two SD24's, while mid-train, next to a "remote control car," were two "slaves," SD45's controlled from the engineer in the lead SD35. They were pumping their air, and after I got a photo or two, the engineer beckoned me over.

He motioned me up, so I boarded the rear steps of the unit and walked forward into the cab. "Wanna ride along with us?" he asked.

Sadly, I had to decline. I was alone, didn't want to leave my car parked in that area, and besides, I had to be at work in a few hours, with no way back from Centralia, or wherever, let alone take up the time to ride over there. We chatted a bit, and after the engineer backed up to clear the diamonds for his final brake test, an A&S RS2 on a transfer move clattered across the diamonds. I photographed it, then disembarked and readied for a "farewell sequence" as the freight left town without me.

I can count on perhaps one hand the number of Southern freights I photographed in the East St. Louis area over the years. Southern wasn't "handy" to our usual St. Louis circuit, and I'd seen a lot of the railroad during my year at the University of Tennessee in Knoxville during 1965-66. I wasn't yet into riding "rare mileage" per se, but I hated to miss that ride opportunity, just on general principles. Two years later, I would ride eastward, to Mount Vernon, and right out of St. Louis Union Station, in coaches behind reborn, green 2-8-2 4501 on a steam excursion, the Southern's first out of St. Louis. In early 1968, though, who knew the Mikado would be coming to that far corner of the Southern?—*J. David Ingles*

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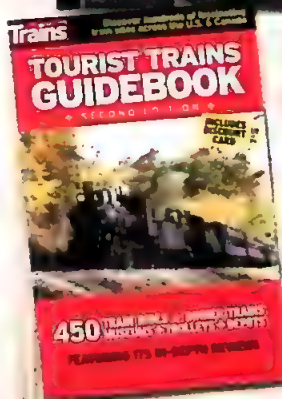
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Genesis of a debt to be repaid

Commuting on, and hanging around, the New Haven helped launch a 40-year railroad career



C. J. Burger

Ready for its seven-stop trek to Providence, New Haven train 531 prepares to follow the *Merchants Limited* out of Boston South Station in 1961.

In the early 1960s, I was a student at Providence College in Rhode Island's capital city, commuting on the New Haven Railroad to and from a two- or three-days-a-week part-time job at the Boston Model Railroad Company. The store was located just across Atlantic Avenue from Boston's South Station.

In those days a railroad pass would take you just about anywhere in the country, and New Haven crews would honor the New York Central pass I was able to keep between summer jobs in NYC's signal department and later as a telegrapher on the Hudson and Harlem divisions.

On Saturdays I'd ride to Boston on New Haven train 508, with engineer

Arthur Balou and fireman Nick Pasani, who I later learned had survived what was the New Haven's last steam-locomotive boiler explosion. The regular equipment on 508 was the McGinnis-era Budd lightweight *Roger Williams* trainset, then in Boston-Providence service, and we'd make quick work of the 44-mile run "down" to Boston.

On weekdays, my trip back to Providence was often with Arthur and Nick on train 531, due out of South Station at 5:08 p.m. on the heels of the "flagship" *Merchants Limited*, arriving in Providence at 6:17. With 14 or so cars and seven intermediate stops, this was a challenging schedule! The power was almost always a pair of the 0760-series

Alco PA's, as pictured here at South Station in October 1961. I wouldn't be surprised if that headlight in the station, looking to be on an FL9, is the *Merchants*, ready to leave on time at 5 p.m.

Although my family lived in White Plains, N.Y., during my college years, I'd grown up in the Boston suburb of Dedham, Mass., and spent a lot of time around the New Haven Railroad. In retrospect, it's hard to believe the access and experiences one could have in those days now a half century ago. They influenced the way I approached the business, and the people I worked with, during my 40 years of railroading, so perhaps in some small way I've been able to repay the debt.—C. J. Burger



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R. S. Plummer

Drag-racing out of Texarkana

This is not exactly Englewood Union Station in Chicago, where New York Central Hudsons and Pennsylvania K4s Pacifics drag-raced eastward into Indiana, but consider the scene at Texarkana, Texas, in 1949. Kansas City Southern southbound time freight 56, in the charge of a fairly new quartet of red, black, and yellow F's (with the lead unit, F3A 56, sporting a radio antenna strung the length of its rooftop), is revving 'em up leaving town, while over at the right, a Texas & Pacific 2-10-4 gets underway with a westbound freight. A couple of miles south of here, they both face a diamond, where T&P crosses and heads southwest as KCS bends southeast for Shreveport, La. Who'll get there first? Bet on the KCS.

Telegrapher at Wilber

Regarding gibberish and dropping dimes on the Northern Pacific

When I picked up CLASSIC TRAINS' Summer 2008 issue, the cover blurb about the "Kid Telegrapher on NP's Idaho Division" caught my eye. I searched out the article [pages 93-97, leading off "The Way It Was"], and started to read. I got only about halfway through the first paragraph and had to jump to the end to see who the author was. Sure enough, it was Bruce Butler, my college roommate and mentor! You see, I too was a "kid telegrapher" on the Northern Pacific, during 1962-65.

Bruce was indeed a smitten railroad fan. He had a telegraph practice machine that included a key, a sounder, and a paper tape drum to send pre-recorded code. After a full evening of

studying math and physics, we would unwind by practicing our code. We had to get to a respectable nine words per minute to qualify for a telegrapher job. Bruce had worked part of the summer of 1961 and convinced me that I could also get a summer job. I looked up a local Union Pacific agent who was near retirement. The UP had long since torn out all its telegraph lines, and I talked him into selling me his keyer, a Vibroplex two-paddle "bug." I still have it.

I hired in under H. D. Klum, Chief Dispatcher in Spokane, Wash., and began working on June 11, 1962. I broke in under R. R. Flanigan at the Hauser, Wash., depot between Spokane and the Idaho border. I went on to work third

trick at Noxon, Mont., and in Washington I worked the depots at Cheney, Prosser, Wilber, Reardan, Almira, and Pullman. In Idaho during that summer, I worked at Sandpoint, Moscow, and Athol.

Wilber, Reardon, and Almira were on the Central Washington branch, north and west of Spokane. It was a code-only branch, which meant there was no company telephone line. It hosted one local train that went out one day and back the next to service all the grain elevators.

One morning at Wilber was particularly stressful, as I was to balance the agency's books. I would get all the way to the end and be off by a dime! I would start all over, and the next time they would be off by 20 cents. Then my "WR" code started clicking on the telegraph sounder. The Almira agent, A. E. Kreitz, was calling. I always had my old reel-to-reel tape recorder on standby, so I flipped it on and answered the call. The sounder started clunking away at an erratic rate, and I was not catching a single letter. I broke the circuit and

tapped out "S-L-O-W" and closed the keyer. I got the same gibberish back at a slower rate, but I still couldn't make out much of the message. It was a short one, so I decided to take a chance and signed "K" for OK and my initial "G." I did recognize the character I got back. *Dah di di dah dit*: "Question mark." To this I replied "min" for "just a minute."

Next, I quickly rewound the tape and started digging the message out of the clatter. I had recorded it at full tape speed. I soon discovered that I couldn't figure out the message at half speed or even quarter speed. I was really starting to sweat bullets. About then, a voice called over my shoulder and said, "Do you need a switch at the upper end of town?" I turned around and there was K. E. McKay, the resident agent.

"What?" I said.

"Almira wants to know if you need a switch." I jumped to the key and called Almira back, telling him I didn't need a switch. The reply was still unintelligible to me. McKay then said, "It's OK; the switcher is halfway here by now anyway."

We had a nice chat after that, and I learned that Mr. Kreitz at Almira was badly crippled in his right hand, and the only way he could send code was to stand by the desk and grab the key with his fist and move it with his whole arm. Mr. McKay and the dispatcher were said to be the only ones who could understand him.

As Mr. McKay left, he mentioned that I shouldn't use the adding machine to do the books, because it would drop a dime at random intervals!

I worked for Northern Pacific until June 10, 1966, as "summer relief" in 1962 and 1963. In '63 my summer job became full time until I was called into the Coast Guard in February 1964. After six months active duty I returned to school and worked on the NP off and on until I left for greener pastures in 1966. The 1970 Burlington Northern merger was imminent, and I was number 15 on the seniority listing—from the bottom! I moved on and had a rewarding career as a chemical engineer in the paper industry, but I treasure my times on the Northern Pacific.—Gary Dinsmore

'Abandoned' during switching at Jacksonville

I was safe and content, though—and besides, with pie and milk, why would I go anywhere?

From 1954 until I was 11 years old in 1965, we traveled, by Pullman, from 30th Street Station in Philadelphia to North Miami, using either the Seaboard Air Line or Atlantic Coast Line south of Richmond, Va. Until the Florida East Coast's 1963 labor strike, on ACL trips we'd be on the FEC south of Jacksonville, of course. We made at least two trips a year, and, after I was in school, sometimes three, and we always took a compartment or bedroom.

I always enjoyed the trips and got to recognize some of the Pullman porters and dining-car employees. They recognized me, too. Beginning when I was about 7 years old, my mother would let me roam the train. The bedroom could get a bit crowded with her, me, and our Scottie dog Chip, who always got the window seat! At long station stops, the trainmen would let us get off to walk Chip. I well remember wearing heavier



David W. Salter

Roaming the train got me pie in the diner . . . and caused Mom concern when the train split.

clothing in the winter and then get to Georgia and suddenly feel the heat.

No matter which train we were on, it would split at Jacksonville, one section heading to Tampa/St. Petersburg and ours to Miami. On one trip I roamed to the dining car, where I was offered a piece of pie and a glass of milk. Then we pulled into Jacksonville. Before I could get up to go back to our Pullman, the diner was uncoupled and we started going backward. I asked the railroader who was sitting with me, polishing the silverware, if we went to Miami or Tampa. He said, "Don't fret, son, we's heading to Miami as soon as we pick up some provisions."

Then the dining car was spotted alongside other cars. The waiter said, "There's the Miami section." All I saw was Mom looking straight across at me! She did a double-take, and I swear my dog barked at me. I saw Mom jump off

the couch and bolt into the hallway. A minute later, she and the porter came back to our room and looked across at me eating pie. The porter waved at me and signaled to not get up. Where would I go, anyway? I had pie and milk and a nice railroader to talk trains with. This was perfect. Mom's face was not so perfect looking, however—she was angry. Then we pulled forward. I saw panic in Mom's eyes. After about 30 minutes, our dining car was coupled up again to the Miami section.

The man I'd been sitting with came back with a tray of pie, milk, and a beef bone for Chip. He said, "Son, it's time to face the music." We walked back to our Pullman, and he knocked softly on the door saying, "Steward, ma'am, founder of misplaced little boys." Mom opened the door, Chip barked, and I went in to "listen to the music." The pie and milk made it easier to listen.—Ken Hough



J. Parker Lamb

Up front: Idling. Back on the train: panic!

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El Paso City Lines car 1510 rolls down Stanton Street on a beautiful July 15, 1954, in a Tom Desnoyers photo from the Grambles-Peterson Archive. The PCC is running on the 3.2-mile International Loop line that bridged the Rio Grande—and crossed the border—into Juárez, Mexico. This was the west Texas city's only streetcar line after 1947; as a pawn in the relations between the two cities and nations, the line remained in service, albeit not

continuously, until 1974. The 1510 is one of 20 PCC's built for service in San Diego in 1937–38, then sold to the El Paso operation in 1950–52. As part of the transaction, the single-ended cars got a second trolley pole to facilitate a mile-long backup move between the car barn and the International Line. The car is about to cross the Santa Fe's line down from Isleta (13 miles south of Albuquerque), N.Mex., which in this era hosted the daily *El Pasoan*.



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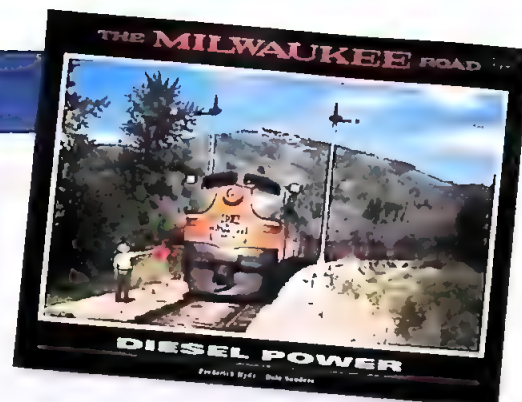
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Ready Track

First Out

For the varied diesel fleet of a big, beloved railroad, a big, beautiful book. This exhaustive work covers the history of the Milwaukee's eclectic diesel roster from the earliest switchers of 1939 to the 300 units on the books when the Soo Line acquired the road in 1985. Although this is primarily a picture book, authors Hyde and Sanders provide extensive, informative captions. Also included are introductory essays on the road's history, its dieselization process, and its various diesel types (switchers, six-axle passenger power, etc.)—plus 36 pages of roster data that gives vital stats for every unit MILW ever owned, including the multiple renumberings for which the road was famous. The photos are mostly color and all outstanding; roster shots predominate, but there are a great many excellent action



scenes. Milwaukee Road fans will of course find a lot to like about this book, but it should appeal to any student of the diesel locomotive.—Robert S. McGonigal

The Milwaukee Road: Diesel Power. By Frederick Hyde and Dale Sanders. The Milwaukee Road Historical Association, P.O. Box 307, Antioch, IL 60002-0307; www.mrha.com; 12 x 9 inches, hardcover, 256 pages, MRHA members: \$59.95, others: \$74.95 (prices include shipping and handling).

Other Books

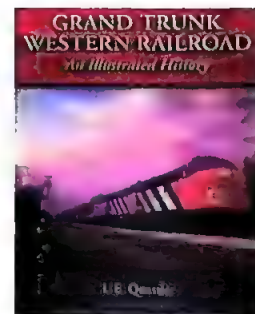


Books on the Colorado narrow-gauge lines are legion, but this one stands apart in being a compilation of recent newspaper articles. Since 2005, the *Ouray Plaindealer* has run some 40 articles contributed by seven people affiliated with the Ridgway Railroad Museum, which gathered 37 of the articles for publication as a book. Topics center around the three railroads of the area—the Rio Grande Southern, the D&RGW's Ouray Branch, and the Silverton Railroad—as well as the museum's effort to preserve their legacy. Photos and maps complement the text in this unique volume.—R.S.M.

Narrow-Gauge Railroading in the San Juan Triangle. Edited by Don Paulson. Ridgway Railroad Museum/Mt. Sneffels Press, P.O. Box 98, Ridgway, CO 81432-0098; 970-901-4092; www.mtsneffelspress.com; 8½ x 11 inches, softcover; 110 pages; \$19.95 plus \$2.75 s&h.

Grand Trunk Western is one of the Midwest's oldest railroads, dating from the 1830s, and its history from those early days through its control today by Canadian National is thoroughly covered in this new book. Author Quastler grew up near GTW tracks in the Detroit area, and the railroad became his favorite. Chapters cover the development of the main line from Port Huron, Mich., to Chicago, along with GTW's many branch lines. Information on each line segment includes origins, construction, operations, and current use or eventual abandonment. Locomotive rosters from 1947 and 1994–95 are included. The book is amply illustrated, with more than 400 photos and numerous maps and other graphics. The more than 100 color images include many views of steam and early diesel operations.—Jeff Wilson

Grand Trunk Western Railroad: An Illustrated History. By I. E. Quastler. R&I Publishing, South Platte Press, P.O. Box 163, David City, NE 68632-0163; www.southplattepress.com; 8½ x 11 in.; 256 pages; hardcover; \$59.95 plus \$8 s&h.



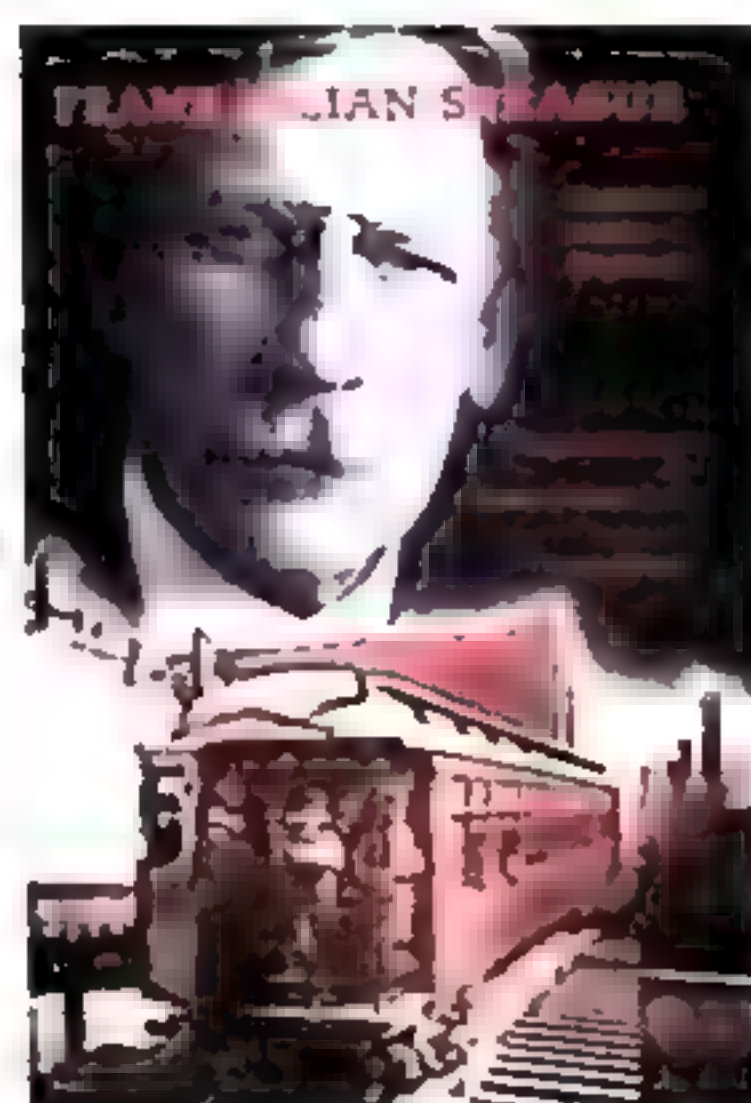


Many changes have occurred to the Bangor & Aroostook since this book was first published in 1986. The railroad once known for operating old and rare diesels struggled financially, was acquired by Iron Road Railways, and later entered bankruptcy. After BAR's purchase by Rail World, Inc., many segments were abandoned, with the remainder operated under the Montreal, Maine & Atlantic banner. This new edition has been updated to reflect those changes. Illustrations include more than 370 photos, plus numerous views of timetables, passes, brochures, and other materials. A 30-page color section includes photos of period equipment as well as shots of the final years of BAR operation. Numerous maps and engineering drawings are included as well.—J.W.

Bangor and Aroostook: The Life of a Maine Railroad Tradition. By Jerry Angier and Herb Cleaves. Fleet Graphics Inc., 1940 Smithville Rd., Kettering, OH 45420; 888-212-5176; sales@fleetgraphics.com, ext. 3009. 8½ x 11 in.; 310 pages; hardcover; \$70 plus \$5 s&h.

Long known as "the father of electric traction," not to mention the inventor of multiple-unit control and numerous other bedrock technologies of modern railroading, Frank Sprague (1857–1934) is a major historical figure who for decades lacked a significant biography. This void has been ably and engagingly filled in this book by the dean of electric traction authors, William D. Middleton, and his son, William III. The Middletons chronicle Sprague's life from birth to death, and also examine the maverick innovator's many patents. Illustrated with 111 black-and-white images, this is a worthy study of a great man.—R.S.M.

Frank Julian Sprague: Electrical Inventor and Engineer. By William D. Middleton and William D. Middleton III. Indiana University Press, 601 N. Morton Street, Bloomington, IN 47404; 800-842-6796; www.iupress.indiana.edu; 7 x 10 in.; hardcover; 336 pages; \$39.95.



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DVD's



B&O's homebuilt T-3 4-8-2's are the stars of this excellent, all-color program of 16mm films by Guy Bryant. Often doubleheaded, they're seen racing across Ohio and Indiana the Chicago Division main line during the 1950s. Also shown are Mikados, Pacifics (including the *Cincinnati's* streamliners—don't miss the pacing shots!), O-8-0's, giant EM-1's, and the ex-B&M T-4 Mountains. A few passenger jobs, like mail-and-express 45, show up, but most trains are a festival of sharp-looking freight cars. Varied weather conditions, lighting, and vantage points make this a highly entertaining entry in Sunday River's "Steam in the East" series.—R.S.M.

Baltimore & Ohio. Sunday River Productions, P.O. Box 565, Concord, MA 01742; 866-544-7771; www.sundayriverproductions.com; 72 minutes; \$39.95 plus \$5 s&h.

Covering 1955–62, this new program looks at the final years of Colorado & Southern steam. There's lots of regular-service action, including 2-8-0's and O-1 and O-4 Mikados switching and on the road, and a fine chase of a 2-10-2 pushing a freight headed by F3's. Several fan trips, some with a colorful mix of CB&Q and Rio Grande coaches, are shown; the July 1959 "Ehrenberger Special" [Spring 2010 CT] gets plenty of coverage. A rare treat is 2-8-0 638 switching reefers in Denver after all C&S steam except No. 641 on the Leadville Branch (also shown) had succumbed. Two-thirds of this show is from 8mm film, one-third from 16mm.—R.S.M.

Colorado & Southern Steam. Gregg Scholl Video Productions, P.O. Box 123, Batavia, OH 45103; 513-732-0660; www.greggschollvideo.com; 95 min.; \$29.95 plus \$5 s&h.



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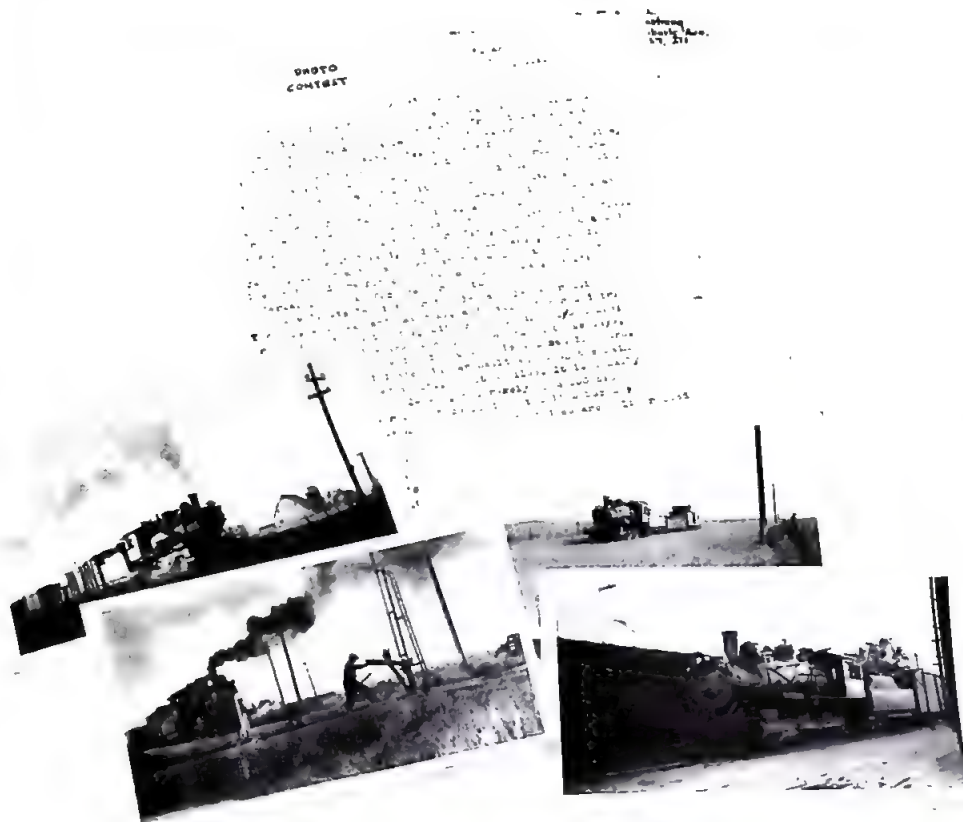


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The story behind the Story City story

An article's time finally arrives, 64 years after it was submitted



Typewritten on onion-skin paper and accompanied by small black-and-white prints, Bill Armstrong's 1946 article on M&StL's Story City branch had a long slumber in our files.

Bill Armstrong's article on Minneapolis & St. Louis's Story City branch in Iowa [pages 58–63] is a glimpse into the long-lost world of rural branch lines. Once as common in agricultural areas as they were beloved by train-watchers, country branches and the mixed trains that plied them were on borrowed time even in the 1940s, when Bill photographed and wrote about the Story City line.

The article is a window on the past in another way, for it arrived at Kalmbach Publishing Co. in 1946 and has rested in our files, unpublished, until now. Bill submitted the piece to *TRAINS* magazine as an entry to a photo-story contest announced in the June 1946 issue. Although Bill's article was not among the 6 prize winners and 13 honorable mentions listed in the January 1947 issue, *TRAINS'* editors retained it for possible future use. Building up a supply of manuscripts for the new mag-

azine was a principal aim of the contest. The winning articles began showing up in *TRAINS* later in 1947.

We don't know exactly why Bill's M&StL story was never published. Most likely it simply didn't fit into the editorial mix when it was fresh, then became slightly dated (too old to be current, too new to be historical), then was filed in an area where editors were unlikely to be looking for articles. When we ran across it in the M&StL photo files a few months ago, we knew we had a ready-made piece for *CLASSIC TRAINS*.

Well, not *quite* ready-made. As with any article, there were a few points to confirm, clarify, and amplify. Generally we rely on the author to assist with these tasks, but after 64 years, we despaired of being able to locate him. Fortunately, Senior Editor Dave Ingles thought he'd seen some of the photos in print recently. He had—in Don Hofsommer's book, *The Minneapolis & St. Louis*

Railway, a Photographic History (University of Minnesota Press, 2009). Although we were slightly disappointed at, after all these years, being narrowly scooped by another publication, we also were heartened by this potential lead.

A phone call to Don—a history professor whose innumerable writing accomplishments include two M&StL pieces for us [Summer 2000 and Spring '04]—revealed that Bill Armstrong, though elderly, was living in Florida. In an exchange of letters with Bill, we learned more about the Story City line, as well as fascinating details of his 1944–45 military service in the Pacific and his role in designing stations at Elmhurst, Ill., and other Chicago & North Western locations. Don provided further help with some post-1946 photos Bill had sent him for the book.

We're delighted to finally bring Bill's story to print. And we're happy to report that there are other unpublished articles from the 1946 *TRAINS* contest waiting in our files.—Rob McGonigal

Cannon Ball and Collinwood updates

Additional information has come to hand regarding Dave Ingles' Winter 2009 cover story "Cannon Ball Runs." Fred Hunt of Millington, N.J., quotes Thomas Taber III in his *The Delaware Lackawanna & Western Railroad in the Twentieth Century*, Vol. 2, in stating that the open-platform observation car *Helena Modjeska* was one of six new parlor cars assigned by Pullman to the *Lackawanna Limited* in 1926–27 and removed in the early 1930s. This car then went on to its Wabash career, becoming *City of Lafayette* in 1954.

Helena Modjeska herself, a famous actress of the late 19th century, had another rail connection. Her son, Ralph Modjeski, designed the Paducah & Illinois' mile-long bridge over the Ohio River at Metropolis, Ill., used by the Illinois Central and the Burlington [see "Monuments of the Ohio," by William D. Middleton, in April 2000 *TRAINS*]. Middleton termed Modjeski, who also designed the Huey P. Long bridge in New Orleans and the San Francisco-Oakland Bay bridges, "among the great-

est bridge designers of the first half of the 20th century."

Passenger-car authority Robert J. Wayner of Brooklyn, N.Y., reminds us that Wabash's heavyweight diner-lounges 1568 and 1569, normally used on the *Cannon Ball* around 1960, were converted in 1950 from dining cars 41 and 42, not rebuilt from Pullman sleepers.

Mark D. Stozor of Elyria, Ohio, and friends on a Cleveland-area Internet discussion group have pinned down the location for the New York Central action photos in Dave Ingles' "One Day at . . . Collinwood, Ohio" [pages 62-67, Winter 2009]: East 260th Street.

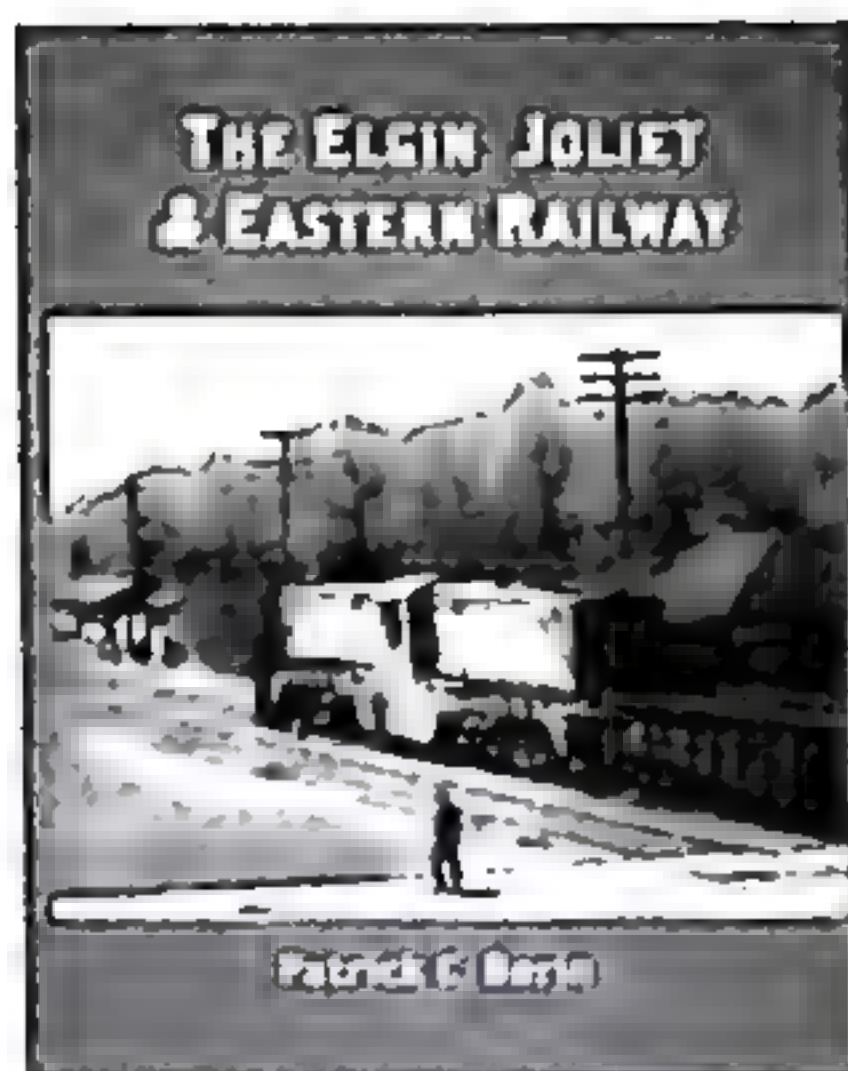
Explaining the Stratford scene

Douglas Wells of Guelph, Ontario, wrote us about the "True Color" photo on pages 16-17 of our Winter '09 issue (and presented again on the following page): "I noticed a wonderful photo taken in the faint sun after an autumn rain at Stratford, Ont., in 1958 with little information about the picture. The station tracks look right spiffy, and this is due to a visit by HRH Princess Margaret to the Shakespearean Theatre during July. For that Royal Visit, all

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Second Section

railway buildings, the water columns, and the front of the Big Shop got painted and decked with flags, and new ballast was put down on the station tracks.

"Here is my guesstimate of what was occurring in this photo: Six days a week, within 13 scheduled minutes, two express trains arrived at Stratford from Toronto: No. 27 at 10:25 a.m., which usually used Track 1, and No. 29 at 10:38, usually on Track 3. Mountains and Northerns, occasionally a Hudson, powered these trains in the late 1950s. These engines cut off at Stratford and were replaced with lighter power, usually Pacifics. At the left is Pacific 5580 on train 35 (using 27's equipment) to Goderich. The 5580 is either coupling to its train or easing out of the station, as it is blocking the walkover to Tracks 2 and 3. No. 35 was due to leave for Goderich at 10:45 and return in the after-



Frank Quin

CN's Stratford station was spiffed up for a July '58 visit by Britain's Princess Margaret.

noon as No. 34, then proceed to Toronto with the engine that brought either 27 or 29 from Toronto in the morning.

"The right-hand train, 29, will continue to London at 10:45, on this day with Pacifics 5548 and 5588. One of these 4-6-2's is returning from its run the previous day to Owen Sound. This morning, it ran south from Owen Sound to Palmerston on 172 and then into Stratford on 169 at 9:30 a.m.; 29's other engine is likely returning to London either after repairs at the Big Shop or to balance power. Cars not needed on 27 or 29 are stored on Track 2, where they will be available for afternoon trains 34 and 36 to Toronto."

Thanks, Douglas (and Fred, Robert, and Mark), for the information. **T**

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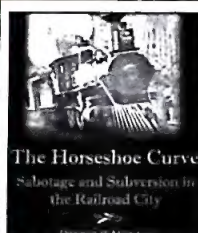
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MARKETPLACE



Henry J. McCord

Milwaukee in Minneapolis

Architect Charles Sumner Frost, son-in-law of Chicago & North Western President Marvin Hughitt, designed many C&NW stations, including the now-demolished terminals in Chicago and Milwaukee. A big project for another railroad was Frost's Chicago, Milwaukee & St. Paul station in downtown Minneapolis, built in 1899. The Milwaukee Road Depot, as it came to be known, featured an orange-brick, Renais-

sance Revival head house with a clock tower and a 600-foot-long iron train shed. As the signs on the tower indicate in this 1950 photo, the Milwaukee Depot also hosted trains of the Rock Island and Soo Line. (The city's other big station, located a few blocks away and also the work of Frost [Spring 2008 CLASSIC TRAINS], served the GN, NP, Burlington, Chicago Great Western, and C&NW's Omaha Road.) Passenger

service ended here in 1971, beginning a period of decay until the city bought the complex in 1992. Today, hotels, restaurants, banquet rooms, and an indoor water park occupy the head house and other structures. The train shed, which sheltered Milwaukee 4-6-4 No. 130 and heavy-weight cars six decades ago and now is the last of its kind in the Midwest, has ingeniously been converted to an ice-skating rink. ■

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